

The Clark Flyer
The official publication of the
Clark County Radio Control
Society.

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The Clark Flyer February 2007



Well Mother Nature finally played fair and we had our first meeting of 2007. We had a great turnout as our meeting was on Valentines Day, which tells me that all of us have forgiving spouses.

Larry Tate has stepped up and is putting 2 scale meets together. The first one is a tune up and practice and the second is going to be the contest. The first one is April 7 and the second is September 22. So get that scale plane out and get in some practice flights as last years events were a lot of fun.

John Shirron also stepped up and is going to CD our first fun fly of the year. It is going to be on March 18. John is not discussing the events, however with the help of Dave Koons, we are

going to have our first fun fly of 2007 be a breakfast as well. Dave was nice enough to volunteer his wife Nancy and Ed Weise has also volunteered his wife Linda to do the cooking. I can remember the last breakfast we had at the field, and 10 pounds later I was done eating. Mark your calendar, you will have fun and won't be hungry either.

We have some field projects coming up, so we will need a couple of work parties, so stay tuned to the web site for dates.

We will be adding an addition to the frequency board. It will be for the flyers that use Spectrum Radios. All flyers are required to put their Club membership card on the frequency board and or the Spectrum Board. Flying on our field is for members and invited guests only.

Well guys and gals, be safe at the field, follow the rules and lets make 2007 the best year ever.

Dave

www.clarkflyers.com

Meeting Minutes February 14th, 2007

Meeting called to order at 7:30 by President Dave Agar

Steve Nelson and Mike Acres were guests at the meeting.

As there were was not a meeting in January, there were no minutes read.

John Shirron asked about mailing the newsletter via the Postal Service. John will give us a count of members who may want this service.

All members are asked to update all information with Steve for an accurate club roster.

John Shirron is getting our new brochures printed.

Larry Tate is preparing 2 scale contests. The first will be a practice and tune up for all flyers and will be held on April 7 with a rain date of April 8. The second event will be a fun scale contest that will be open to any flyer with a scale plane. This event will be held on September 22 with a rain date of September 23. The field will be closed to general flying during this contest.

John Shirron is going to kick off fun fly season with the first event being on March 18. The fun fly will start at 9 am and the field is closed to general flying during the fun fly.

A discussion was held concerning the installation of some gravel in the pit area and the runway edge. Dave Koons and Ed Weise are going to get some prices.

Ted Atmore is going to get us a price to seal the runway.

Tim asked about the flyers with Spectrum radios are not required to use the frequency board. A board will be installed by Dave Agar for the Spectrum Radio users. Once the board is installed, all Spectrum users will be required to put there club membership card on the board.

Ted Atmore discussed all our field safety rules and general safety at the fields.

Gregory Agar is going to make some signs for the field about being members only flying at the field.

Steve Piper stated we had \$5500.00 in the bank. He stated that after all bills were paid last year the club had an excess of \$1490.00 in the bank.

Clay asked about taking the \$8.00 extra in dues, being set aside for field improvements be put in a high yield account. We will have more information at the next meeting.

The criers raffle went unclaimed so next meeting the winner could get over \$100.00 in cash.



February Raffle:
Great Planes Focke Wulf 190 ARF
Won by Dave Perry

Dave Perry won the raffle.

Larry Tate brought his ¼ scale Aronca Champ.

Glen Nickleson brought his P-38.

Dave Agar brought his L-19.

The meeting was adjourned at 8:40

What Really Happened?

by Jim Rice, District VIII Vice President and former Safety Coordinator

Safety is mostly about crashes and avoiding them or ensuring they occur in safe places. There is a lot more about safety but for this safety note, I want to talk about crashes.

When it comes to safety, it is always you first and your airplane is a long way back in second. Try your best to save the airplane and keep it in a safe area but put it in the ground, trees, or water before you endanger someone—including yourself—or someone's property.

As I have said before, there are roughly 1,000 things that can kill an airplane and I have 750 covered, but that doesn't mean that I am rolling over and letting it happen to me. Every time I crash or am present when a crash occurs, I try to do a thorough accident investigation (post mortem if you will) to find out what happened so I (we) can avoid recurrence.

I would say in my experience and observation, well more than 70% of all RC aircraft crashes are caused by the pilot, not the airplane or the radio failing. On the other hand, less than 50% of the crashes are acknowledged to be dumb thumbs (careful investigation shows that 43.2% of all statistics are made up ... LOL).

The first thing you have to do in your investigation is determine if it was you or not. You don't have to tell me or anyone else the truth but if you want to stop the next crash, be honest with yourself about this one. You can tell me you don't know what happened when you know you pulled when you should have pushed.

I may know the truth but I am not the one who has to stop your next crash—you are! So if you are the culprit, relive the incident and determine what exactly was going on and what you did to get into trouble or to make trouble worse. Once you figure out what you did, get on a simulator and try to recreate the same scenario and do it until you survive repeatedly. If you don't have a simulator, find a friend with one or go to the field and get to a safe altitude then go higher before you try to recreate.

Now if you have been honest and it really wasn't you, then gather all of the pieces you can and see what or who the real culprit is. You will want to inspect glue joints, wires, and connectors, switches, batteries, receivers etc.

If you can put it all together at the field and try it, other people will help you troubleshoot and think through it and it will be fresh on your mind. Careful, it might be too fresh (that is why I don't wear a neck strap with my radio. When I get mad I can't throw it as far ... LOL).

The last crash I helped investigate was a result of a previous crash that had not been completely repaired. In flight, the wing suffered a failure at an old fracture that had not been noticed or repaired. If anything was observed departing the aircraft before the crash, try to figure out what it was and locate it if you can. It may well be the cause and it would be good to inspect it to discover the reason for its failure.

Stay on the case until you know what happened or you just can't explain it. If you figure out what caused it, your number of covered items may go above my 750. If you share the information, everyone's number of covered items will improve. Fly safely and have fun!



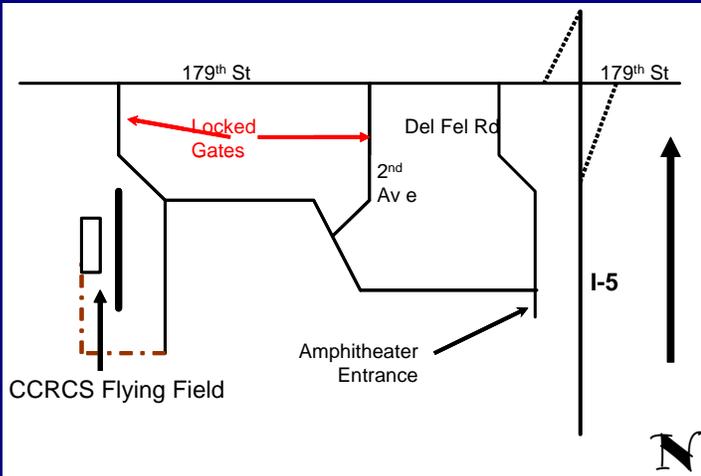
CCRCS Badge

With a new year and new members, I am starting a list of people who would like to purchase either a club

hat or club badge. They cost \$10.00 each or 2 for \$20.00 (what a deal). Please email me (jreshirron@wanet.com) if you would like to order either one of these fabulous fashion items. When I get enough requests, I will submit the order.



CCRCS Hat



Directions:

Exit 9 from I-5 (Battle Ground Fairground exit) Head west to 2nd Ave. There are two ways to get to the field. Spectators and club members can use the Amphitheater entrance (open from 8 AM. until 9 PM. most days).

If locked club members can use the club entrance off of 2nd Ave. You must be a member and know the combination of the lock!



**March's Raffle
Seagull PC-9 40 ARF**

Wingspan: 63.4 in (161 cm)

Overall Length: 44.1 in (112 cm)

Flying Weight: 5 - 6 lbs (2.3 - 2.7 kg)

Engine Size: .40-.48 (2-stroke), .56-.82 (4-stroke)

Radio: 4 channel

Servos: 5

Supplied by HobbyTown USA

Clark County Radio Control Society members shop at the following locations

HobbyTown USA®

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