

Osceola Flyers Newsletter

May 2006



Words From the President

Well, it's confirmed, we have reserved the date October 21, 2006 for our Fall Festival Fly-In. As mentioned in the previous newsletter, we are switching the dates of the Annual Club Fun-fly and the Fly-In. This should provide us with better weather conditions for our guest who attends the fly-in.

Changing to the subject of safety, it should be noted that the club utilizes a series of zones to facilitate safety.

A no-fly zone exists to prevent airplanes from flying over the spectator areas. There is an established line that begins at the center (south edge) of the runway in front of the pilot boxes and extends east and west. The area behind this line is considered the *no-fly zone*. When flying along this line, one should either turn away from the runway or perform a turnaround maneuver such as a "split s", half Cuban 8, etc...

Also, a no-start zone exists in the spectator area. The shaded structures are for the club members and our guest to relax and stay out of the sun. There should be no attempt to start our airplane engines in this area.

For helicopters, we have established two areas of flight, the area on the west end of the field and of course the flight area in which we fly our airplanes. Hovering should only be conducted in the helicopter flight area or out in front of the airplane runway (not over the runway). This no hovering over the runway also applies to those "wannabe" helicopter pilots who are able to make their airplanes do unnatural acts. Use the open field on the other side of the runway in order to allow us less talent pilots an opportunity to takeoff and land.

An RC off-road car & truck zone has also been established. This is the track area on the south side of the field. One should not attempt to run the off-road equipment in the pits, on the runways or in the parking area.

We have also created a no-speed zone. This is the dirt road area located near the entrance to the field just off of Pleasant Hill Road. The road is posted at 10mph at the gate area. The reason for this is to reduce the dust that is created around the fire station. Keeping those fire trucks clean is a big enough job without us creating extra work by raising a "dust storm".

The most important zone of all is the fun-zone. Let's not lose sight that the hobby is all about the fun. Come out enjoy the company, the weather, and the flying!

Hope to see you all at the next meeting.

Bob

Newsletter

Articles for inclusion in the newsletter are always welcome. Send them in any way you like, including any pictures you might want to show.

Rumors heard at the Field

I'm not sure if any of these rumors are true or not, but I'm sure the membership will let me know.

Lenny Perry was heard to say it was too windy to fly?

Bob Bonnell spent a morning at the field without falling asleep?

Howard Hosenbold exceeded 1mph on the track to the field?

Art Johnson went a week without reading RC Universe?

Frankie Santiago went a full week without damaging his helicopter?

There will be more than 18 members attending the monthly meetings.

Work at the Field

The shade areas are due to be graded and wood surrounds placed along the bottom. Then they will be filled with small white stones. Not only will this improve tremendously the look of the shade areas, but will also prevent the areas from becoming mud pits when it rains.

But we do need volunteers to help do this work. The club is a self sustaining entity, wherever possible we use resources from inside the club to achieve all improvements. Yes, this means asking members to volunteer a couple of hours of their time to assist the club. **ALL** members will be notified of the next Club workday.

We are fully aware and understand that there are some physical restraints for some of our members, whether this be due to health or age.. Hence my current tirade in no way refers or relates to those members.

As was mentioned last month. Out of over 80 members, only 16 offered their services when the runway and pit areas were being filled, leveled and grass seed laid.

Personally, I think this was a deplorable turn out, the total lack of response or "obligations" from the membership.

But I expect that when the shade areas are being improved, the same 16 members will be there to do the work

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Safety Issues

I decided to include this previously published article, as there were mentions at the May Meeting, regarding flying areas at the field.

Reprint from Jan 06 Newsletter

It was mentioned at the December Meeting, that some members are ignoring the regulation regarding the clubs actual airspace. Especially the area behind the flight line.

No models are to be flown South of the runway, no matter how far out from the East or West end of the runway they are.

If you have any doubts about where we are allowed to fly, Assume you are at one of the Pilot stands facing the runway. Project an "imaginary" line extending to infinity in both directions from the near side of the runway. Ensure your model stays IN-FRONT of this line.

President Bob V, advised the members of these facts at the May meeting, and requested all members adhere to this rule.

2006 Fly-In (No 2)

Our application for our second sanctioned Fly-In of 2006 has been approved. The date is Saturday October 21st.

The theme will be Halloween, so either dress up your models, yourselves or both.

I know it is quite a ways away, but once again, I would like volunteers to assist Howard in running the day. E. Mail, call or see me at the field if you are interested in helping out.

We are going to try and attract a couple of "Expert" flyers down for the day, perhaps even one of the Manufacturers Junior teams might be available. Also, we will be trying to attract a few more vendors to the field.

Any suggestions or advise is always welcome.

RC Accident

BUDAPEST, Hungary - A model airplane crashed into a crowd at an air show in southern Hungary on Saturday, killing two spectators. The accident occurred in the town of Ocseny, 90 miles south of Budapest, the capital.

The two people killed were identified as a married couple from the nearby city of Szekszard, emergency officials said, according to state news agency MTI.

The model airplane that crashed had 6 1/2-foot wing span and was being directed from the ground by an experienced German flyer.

According to one of the show's organizers, it was the first time in Hungary anyone was killed at a model airplane exhibit, MTI said

Work at the Field (Cont from Page 1)

Want more info:

The Safety fences need modification, the shed needs shelves, the grass needs regular cutting, the irrigation system needs modification etc. **Any volunteers???**

No matter what your capabilities are, the club is always grateful for any help members can offer.

Perhaps we will be inundated by volunteers to undertake or help with these tasks, or then again.....perhaps **NOT**.

I will guaranty that if the club were to have to pay for all this work, resulting in an increase in membership fees, then we would certainly hear complaints from the mass membership.

Or, as has been suggested in the past, all members must, in addition to paying their annual fees, donate a set amount of hours to the club for working projects.

This is YOUR club, come and offer your services

Club Website

Despite a membership roster of 97. There are still only 25 members who have registered on the club website.

<OsceolaFlyers.Com>.

Registering allows you access to the members only section, which is a great source of information as to what is happening in the club.

Take a few minutes, log onto the website, and complete the short registration form.

The Secretary will validate your membership and allow you access to all areas of the site.

You need to register prior to posting in the members section.

Safety: As Simple as ABC by Don Lowe

I've written about safety many times in past columns for RCM and, of course, I chaired AMA's Safety Committee for many years. One thing I've learned is that you can have all the safety rules that you want, but if fliers don't conscientiously observe these rules, then what good are the rules?

I "Borrowed" this quote from the AMA Insider mail, as I thought it carried a great message.

But the other side of the coin, is that if people are conscientious about their flying, the rules never need to be invoked.

