

SAFETY ALERT

As safety officer, I have been notified of air space conflicts and near misses between fixed wing models and helicopters.

In an effort to accommodate everyone and their interests, an area was designated as a practice and hovering site for helicopters and is located south and west of the end of the runway. I have asked Forrest to mow it a new hovering area for our helicopter pilots and their practice.

Club rules say that all pilots fly their planes, including helicopters, from designated flight stations west of the runway. Communication among pilots on the flight line is essential, regardless of the type of aircraft being flown. Flight patterns should be east of the runway. The space over the runway is for landings, takeoffs, and touch and goes when called by a pilot. These rules apply to fixed wing pilots and helicopter pilots alike. Flying helicopters perpendicular to and east of the runway on the south end has the potential, realized of late, for flight path conflict, mid air collisions and unsafe conditions. All of us can share the air space mutually and still adhere to the club rules. Keep up the good piloting.

- Russ Rhodes

Fun Scale Event



The event was exactly that: fun for all that came out, watched, and participated. We had a good crowd of spectators. Our special thanks to the judges: Wes Parker, Ron and Nancy Schanda, and to James parks who did the score tabulating. A special tribute goes to Bryon Scott who was guttysy enough to fly a small [unstable] Corsair

in a cross wind in the event and even flew another round after some damage due to an "unscheduled" landing.

From AMA's publication:

Getting and Keeping Flying Sites, 5th Edition:

How to Lose a Flying Site:

1. Don't make any ground and flight rules for the use of your club field, since modelers are intelligent and not selfish or self-serving, field rules are superfluous.
2. If you do have rules governing the conduct of field activities, don't enforce them. Take for granted that all club members can read and will surely adhere diligently to the posed edicts without any reminders.
3. Should your group decide to appoint field marshals, managers or safety officials to enforce the rules, volunteer to assist but never call another member down for improper flying, for parking too close to the flight line or for littering; some hard feelings and resentments might result. It's also helpful if field marshals or safety officials are absent most of the time flying is taking place.
4. Forget about staying away from neighboring homes and fly your model without regard to direction of property lines.
5. If one of your models flies into a neighbor's property, dash right after it. Don't knock at their home, explain what happened, and ask permission. Plunge right onto their property and don't worry about mashing down farm crops and the like. They probably won't be able to identify you and, besides, it's not really trespassing if you're onto their property after your property, is it?

6. Don't have a junior training program for new comers to the sport. You came up the hard way and there's no need to pass along any of your knowledge and experience. Let new comers shift for themselves until they know the ropes. Collect their dues for club membership but let them learn by their own mistakes, even if they crash their airplanes on neighboring property. Maybe they'll drop out of the club.
7. If members start dropping out, don't take it upon yourself to plan special events and programs in order to stimulate interest. Somebody else will probably come to the rescue. If they don't, the membership may taper off to nothing and have no need for your flying site.

Next club meeting:

Thursday, July 2, 7 pm
Library Center
S Campbell
Room B

Night Fly

Saturday July 11
Conditions Permitting

Float Fly

Sat - Sun, July 18-19

Big Model Day

August 15

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