

ORANGE COAST RADIO CONTROL CLUB

HANGAR TALK



Volume 26, Issue 3

AMA Gold Leader Club 1992-2017

Charter #1330

AMA Award of Excellence

President's Message

Greg Stone (<u>gstone4@outlook.com</u>) 949-413-0920

Another month has come and gone. While everyone enjoys their flying it is good to be reminded of the source of most of our planes. Typically, these start as scaled down versions of full scale aircraft then go through many iterations to strengthen and adjust for the smaller size. Along this line is great to see the design and build process that many aircraft go through. At last months club meeting this was exemplified with a great program by Larry Klingberg about his Flying Flea. His planes are works of art as each is scratch built from full scale plans that are adjusted for the desired build scale.



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Next Club Meeting Monday June 5th 2017

NORMAN P. MURRAY COMMUNITY & SENIOR CENTER 24932 VETERANSWAY MISSION VIEJO, CA. 92692 7:00 P.M.

Guest Speaker:

Jamie Coley Competition Electric Sailplane

Fire Extinguishers – everyone who is flying must have a fire extinguisher visible and accessible. This is a critical safety item and is mandatory.
2017 Badges – these must we visible on your person whenever you are at the field.

There are also the "Show & Tell", "Crash Can" for the most notable remains from an unplanned landing!



We continue to be recognized by AMA as a Gold Leader Club. This is based each year on our community outreach, training programs, and events we support. Many of you have been involved with our flying and promotion activities from the Mission Viejo Up in the Air Festival to the Great Park Spooktacular. We are in a very unique position having maintained this gold status for 24 consecutive years since the AMA began this recognition program. From a quick search of AMA data there are about 2,200 clubs across the country and one of 12 clubs across the country to have maintained this status. Additionally, we are the only club in District X to have maintained this status. This could only be achieved by the support from our members.

If you have an unplanned landing remember we have our crash can recognition at each months meeting.



Let's all continue to enjoy and share this great hobby we have.

Club's Rules and Regulations Reminders

In order to make sure we are protecting our site and field everyone must enforce that everyone flying is wearing their badge. This is also required for guests and trainees.

There are guest and student badges in the container and these must be checked out each day someone is flying. There are **NO EXCEPTIONS** to this as we have had situations where guests or students are not aware of the field rules and in the case of guests may not have AMA membership. Please note that students are not permitted to fly without an instructor with them for all flights and guests must have current AMA and the card must be placed on the clipboard when they are issued a guest badge for the day.

Wings Program:

All new members are required to pass the Wings Certification prior to issuance of their permanent badge.

With safety as our number 1 responsibility, we must all work to make sure that everyone flying at our field can maintain control of their plane by executing the following maneuvers:

- Take-off (right or left)
- Fly a flat oval pattern clockwise
- Fly a flat oval pattern counter-clockwise
- Fly a flat figure eight
- Land

Field Marshals:

There must be a field marshal on-duty anytime our field is open. If you are the first or only one there please put on the field marshal badge found in the container. Our on-duty field marshals have ultimate authority covering all flight and safety aspects.

We are getting Field Marshal training back on a regular schedule and you will see email updates in advance of each session.

We encourage everyone to attend who has not attended one of these sessions.

The Field Marshal's (and every member's) responsibility is to enforce and oversee the following key aspects in addition to field oversight:

- No Badge / No Fly
- All flying must stay beyond the edge of the runway and out over the grass.
- No taxiing in the pits or spectator area
- Communication on the flight line (pilots calling out takeoffs and landings)
- Everyone must have their own fire extinguisher out and accessible in their pit area
- NO EXCEPTIONS to any of the above

Flight Safety:

Everyone must be diligent in maintaining safe flying in compliance with our rules. All flying must be done beyond the edge of the runway and over the grass. To protect the safety of members and visitors no plane should ever fly behind the yellow flight-line.

In the event a plane breeches this line the pilot must

land the plane immediately and determine the cause of this over flight. We must always maintain a safe zone for all behind the flight line.

Radio Interference:

There are reports about some downed planes where radio interference has been mentioned as the possible cause. If possible, while being safe, look over the crashed plane and see if the receiver LED is blinking, solid, or out.

Depending on your radio brand this can help indicate if a brownout or lockout occurred. We want to document when and where communication issues occur. If this happens to you or someone else make sure it is logged in the Field Marshal (red) notebook in the bin. We also want to mention that there are many pilot created reasons that this could occur based on any of these situations:

 Receiver antennae must be away from metal objects and wires. We have seen antennae and satellite receivers placed along servo wires or beside Lipo's or ESC's. Any of these could cause diminished or blocked reception at times. Check your radio manufacturer's specifications for placement criteria.

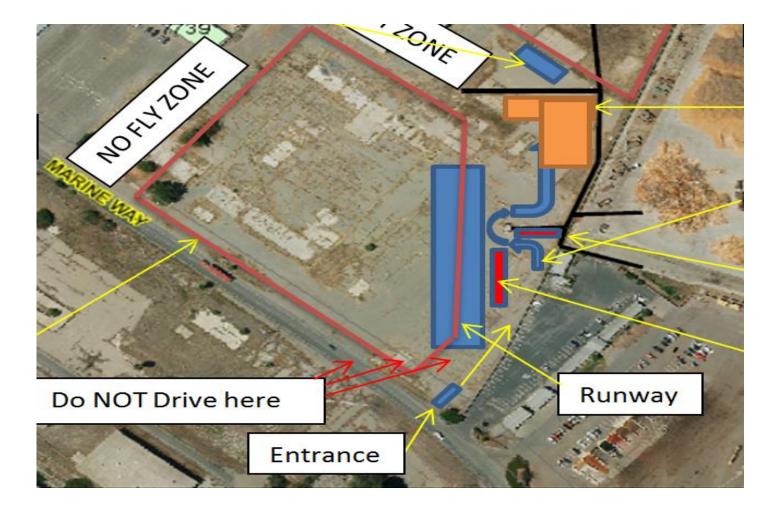
 Verify your ESC and receiver voltage and load criteria. Most of us are flying with ESC's that provide both motor power and power for the receiver and servos. ESC's and Receivers have voltage and load specifications with most rated at 4.8 volts and load rated for 4 or 5 servos. If you have digital servos these draw more power. If you have more servos or load than the rating you could experience brownouts or low power to the receiver and servos that would result in loss of control.

Field (Our #1 Asset) Safety:

With our ever increasing attendance and use of our field we must all be diligent with all aspects of safety. This includes overall safety while flying and personal safety with our planes and batteries.

We must all be aware of what is going on around us when flying or just relaxing in the pits.

(See below for flying site boundaries)



OCRCC Board

- Greg Stone President
- Dave Kadonoff Vice President
- Jim Finlayson Secretary
- Nathan Stone Treasurer
- Gene DeYoung
- Robert Lung

- Gary Weitzman
- Steve Zingali
- Rob Oglesby
- David Radell
- Jack Gershfeld

We are all volunteers working together to keep the club active and maintain our flying site. We are always looking for volunteers to assist with events and training. Your board gives many hours of service working for you, our members.

OCRCC Membership & Renewal Message

From Greg Stone (President) gstone4@outlook.com (949) 413-0920

Renewals for 2017 are underway and you have all seen the various messages sent out regarding the changes. There have been various questions and comments wondering why the changes were made so let me give some rationale.

First let me say that I was the one proposing these changes and these are similar to many clubs with flying sites in and around California. As I work with many clubs in our district trying to deal with this issue, this membership model is either already in place or is being adopted by many more.

The AMA made changes to their membership processing last year where your expiration date may have changed. If you were new to the AMA the month you joined became your expiration month. For any members that did not renew their AMA until after December 31st they got a new expiration month based on the month they renewed. This has caused 30% of our members to have expiration months that are not December 31st.

Since we must maintain an annual insurance policy for our site and anyone flying at our site must have current AMA membership and thus AMA insurance. It was a very difficult this past year trying to follow-up with members that had AMA expirations during the year to get them to renew their AMA. We don't want to have to verify a member's AMA status each time they show up at the field to fly so we had to come up with a failsafe way to guarantee everyone is in compliance with our site and insurance requirements.

For the members that don't expire in December they must add an extra year to their AMA

membership which can easily be done on the AMA website. This is a one-time extra cost to push your AMA out an extra year and after this each year you will only have to renew for a single year. All this will get everyone to the have AMA coverage for the full calendar year of 2017 and thus synchronizing with our calendar year membership.

Another concern many had was at our annual safety meetings where we had long delays in order to receive renewals and update logs while many had to just wait until we could get this completed before we could begin the meeting. With my recommendation to cutoff renewals at a date before these meetings we will be able to hold the meetings in an efficient and timely manner. Hopefully this will make it easier on everyone attending.

There is plenty of time to get your renewals in before the January 8th deadline and multiple options for turning them in. you can mail to **OCRCC, PO Box 28303, Anaheim, CA 92809**.

The 2017 renewal fee is still \$65 and make sure you have renewed your AMA and get your renewal and payment turned in.

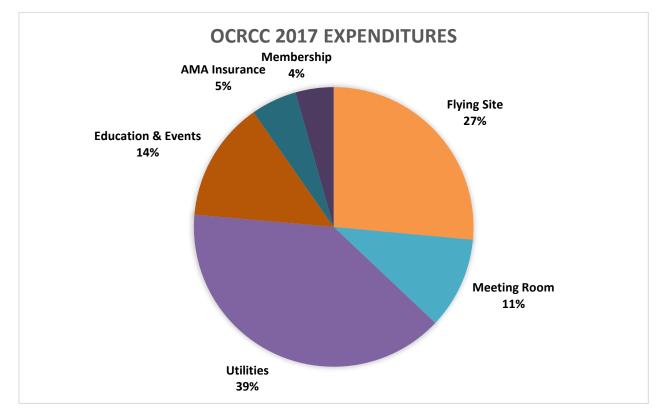
- 2017 badge is required in order to fly as of January 1, 2017
- You must have a fire extinguisher out and accessible when flying at the field

Feel free to let me know any questions or concerns you have.

Enjoy your flying!

Financial Update

In an effort to keep everyone informed of our club's financial operations I am providing the following update regarding our budget and expenditures. The clubs bank account is sufficient for ongoing operations and as your board reviews our annual membership fees and expenditures every effort is taken to keep our operating costs as low as possible and in turn to keep our membership fees reasonable and ideally not raise dues. I have broken our annual expenditures into major categories. As you can see from the below percentage breakdowns our 2 largest expenditures are our flying site and utilities (includes, porta potty, dumpster, and site storage bin.



From a dollars and cents perspective our actual budgeted expenditures in these categories is as follows:

OCRCC 2017 Expenditures

 Flying Site
 3,000.00

 Meeting Room
 1,200.00

 Utilities
 4,460.68

 Education & Events
 1,575.00

 AMA Insurance
 600.00

 Membership
 <u>500.00</u>

 11,335.68

Should anyone have any questions or comments let me know.

Greg Stone gstone4@outlook.com (949) 413-0920

May Club Meeting





Raffle Winners



BSRA UMX Pitts Pylon



Our second BSRA UMX Pitts Pylon event of the 2017 season will take place on Sunday, June 4th!!!.....Pilot sign-ups at 8:00am!!!...

Hamburgers will be the fare out there this time, grilled up by "Hot Dog" Dave Duker!!

Michelle will be awarding the medals to all the folks that made the podium in our season opener in April...Tuan, Ken Brown, Robert Liao tied for 3rd place...Sam Ellis, Dave Lachay, Bill Duarte in 2nd place....Doug Kott, Gene S. for 1st place!!

If you wanna have a good time, the place to be is the OCRCC flying field, Sunday morning, June 4th!!...Come on out to watch, race, eat, and be amused by these goofy little biplanes whacking the pylons, the round, AND each other!!

We'll see you there!!!.

Michelle, Jack, Gene S.....BSRA Ltd.

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PLAN	IES	OF FAME AIR MUSEUM
004-		
		CHEDULE OF EVENTS
(See ou	r webs	site www.planesoffame.org for more information)
JANUARY	7	Living History Flying Day featuring the: Curtiss P-40 Warhawk * The United States Postal Service will hold a First-Day-of-Issue Stamp Dedication Ceremony for the NEW LOVE Skywriting Stamp!
EBRUARY	4	Living History Flying Day featuring the: Lockheed P-38 Lightning
MARCH	4	Living History Flying Day featuring the: North American P-51 Mustang
MARCH	11	3rd Annual Hangar Dance with Big Band Orchestra
APRIL	1	Living History Flying Day featuring the: North American B-25 Mitchell
YAN	6-7	Planes of Fame Air Show May 6-7 2017, Chino Airport
YAN	14	Mother's Day - Moms Admitted FREE!
UNE	3	Living History Flying Day featuring the: North American F-86 Sabre
JUNE	18	Father's Day - Dads Admitted FREE!
JULY	1	Living History Flying Day featuring the: Republic P-47 Thunderbolt
JULY	22	World War I and Early Aircraft (Special Presentation)
AUGUST	5	Living History Flying Day featuring the: Vought F4U-1A Corsair
SEPTEMBER	2	Living History Flying Day featuring the: Douglas AD-4 Skyraider
SEPTEMBER	16	Boeing B-17 Flying Fortress (Special Presentation)
OCTOBER	7	Living History Flying Day featuring the: Douglas SBD-5 Dauntless
OCTOBER	28	11th Annual 'Taste of Flight' Gala
OVEMBER	4	Living History Flying Day featuring the: Northrop N9MB Flying Wing
OVEMBER	11	Veterans Day - Veterans Admitted FREE!
OVEMBER	18	Eastern Front of WWII (Special Presentation) & Aviation Book Sale
DECEMBER	2	Living History Flying Day featuring the: Mitsubishi A6M5 Zero

Living History Flying Days are held on the 1st Saturday of each month, and begin with a presentation at <u>10:00 AM</u> by a panel of featured topic experts. Event concludes with a flight demonstration by the featured aircraft (whenever possible).

All events are at **Planes of Fame Air Museum**, Chino Airport, unless otherwise noted. Event schedules may be subject to change. (Special additional events are noted in blue.)

FREE ADMISSION TO MEMBERS!

BECOME A M	EMBER TODAY!			
YOUR SUPPORT KEEPS OUR DOORS OPEN & THE AIRCRAFT FLYING!				
As an independent 501(c)(3) nonprofit organization, Planes of Fame Air Museum receives no government or public agency funds. By becoming a member, you help us achieve our mission:				
To preserve aviation history, ins	pire interest in aviation, educate the tion pioneers and veterans.			
Just a few Me	mbership benetits:			
FREE admission to the Planes of Fame Museums (Chino, CA & Valle, AZ)	FREE admission to the Planes of Fame			
FREE admission to the monthly Living History Flying Day events	Airshow (restrictions apply)			
😥 10% discount in our Gift Shop				
Your Membership Counts - Call, M	ail, or Visit Our Website to Join Today!			
(909) 597-3722 ext. 1 😵 WWW.PLANESOFFAME.ORG				
	0 Merrill Ave, #17, Chino, CA 91710			
MEMBERSHIP FORM				
Here is my \$ donation, please sign me up for the:				
\$75 INDIVIDUAL	S150 FAMILY (4 family members)			
and the second	ble, contact us for details!)			
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	Exp. Date			
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Planes of Fame Air Museum is open S (Closed Thanksgivi	Sun-Fri 10am to 5pm & Sat 9am to 5pm ing & Christmas Day)			
Members: FREE! • General Admission:	\$11 • 5-11 yrs: \$4 • 4 yrs & under: FREE!			
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Tip of the Month from Pipeline

By Dave Kadonoff

The Landing....

Every great, good, mediocre, or disastrous flight ends in a landing. Or at least something that could be vaguely called a landing. Ideally this occurs gently on the runway followed by a graceful taxi back to the pits, but too often it begets cat calls from the viewing audience and as many members can attest, we take no prisoners! In the most straightforward of terms, the trick to making a nice landing is to get the plane to stall (defined as not create enough lift to support the weight of the aircraft) at the exact moment it touches terra firma. Some attempts result in the stall occurring at a few feet above the runway, with a resultant pancake onto the runway, (ouch), some stalls occur about a foot below the runway, (bigger ouch) while some result in the plane going out of control just a few feet above the runway with the plane cartwheeling down the runway. Watch the video link. Great entertainment value but this is an even bigger ouch! The entire trick to landing and for that matter flying is controlling the AOA or angle of attack. You have to fly the plane all the way to the ground, under control, not too fast or too slow and get it to stall at ground level. We have trainers that if you cut power at 100 feet, will happily glide a very long time and take forever to float all the way down to the landing point. You have to plan for this and in some cases you simply have to force the nose down (with no power) and get it to your aim point on the approach. I target the center of the runway, about 25 to 40 feet before the threshold and about 5 to 8 feet in the air. From this point I can then decide if the plane will glide down, needs a little more down elevator or maybe some thrust to get a gentle glide in to the landing point. Airliners start their glideslope and approach from miles out to establish a long, consistent and stable approach and landing. We have a couple of seconds on final so the trick is to start the approach early and add turns to line up with the runway. And be patient. If you know how your plane handles then you'll have a feel for what to expect, landing a little long with a plane that only rolls 15 feet once the wheels are down is not a problem. Landing a higher speed plane that needs runway to bleed off airspeed requires more precision. Good luck!

https://youtu.be/1C8CMr5L9JU

Happy Landings!

Auction Accounting Report

I just wanted to thank everyone that made it to last month's meeting and participated in the almost spur of the moment auction. That was great fun, and all those planes and parts found a new life with many great new owners. The person I got those from expressed her sincere gratitude. We did so well that I sent her another check for additional funds. Below is what the numbers total up to. And if you are one of a couple of people who still need to send in a check, please forward it to Greg Stone directly, thanks.

OCRCC auction 4/4/2017:

\$637 (cash)

\$820 (checks) (40 coming from Jack Gershfeld to Greg.)

\$1457 (Total)

\$550 (paid to Paige Fundament)

<u>\$17</u> (incurred to sell the items)

\$567 (Total)

1457 - 567 = 890 (Deposited into the club's treasury)

Well worth the effort.

Dave K

Field Opening and Closing

Remember the field (airplane side) must be opened and closed. There have been recent reports that the fire extinguishers have been left out and the bin has been left open. These are our club assets and must be put away and the bin locked when you leave.

Porta Potty – While we have weekly cleaning service it appears that some have less than perfect aim or care for this facility that we all share. I present this graphic to remind everyone of the goal to keep it clean:

Safety Meetings – If you still need to complete the safety meeting requirement we will be having another meeting towards the end of February at the field. Without the Safety Sticker you may only fly with a spotter who has a safety sticker. You must attend an upcoming session to receive your safety sticker.

Fire Extinguishers – Everyone who is flying must have a fire extinguisher visible and accessible. This is a critical safety item and is mandatory.



2017 Badges - These must we visible on your person whenever you are at the field.

Safe Flying – **Flight Boundaries** – We still have some reports of airplanes being flown directly over the heli area. Remember our flight boundaries. Dangerous flying is cause for suspension.



SALES / PARTS / REPAIRS 714-633-1247

I = ONLY

EMOTE CONTROL

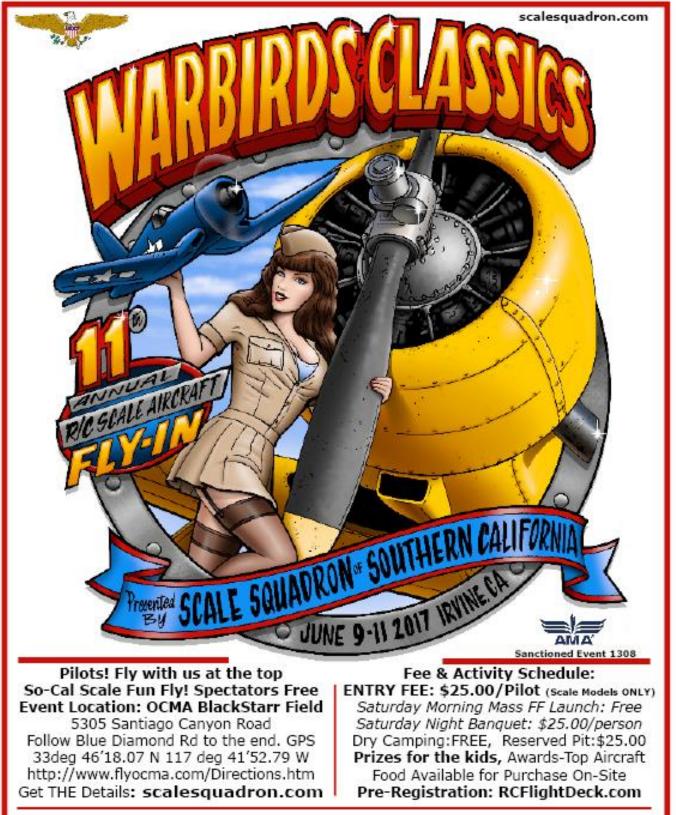
HOBBY SOURCE

Remote Control Hobbies stores carry a wide selection of the newest RC Cars and Trucks, RC Airplanes and Helicopters, RC Drones and Quads and all of their RC Parts and Accessories. Our RC hobby shops value quality and feature hobby grade RC vehicles. Your local RC Hobbies is here to keep you running.

211 West Katella Avenue, Suite J Orange 92867

M-F 10-7 SAT 10-6 SUN 10-5

714-633-1247



Pilot Requirements: AMA Required. Preferred pits reserved at RCFlightDeck.com - other pit areas are 1st come 1st serve, All pilots must provide a fire extinguisher and it must be in your pit area. No Turbines, No 3D-style flying. All OCMA/AMA safety requirements will be followed