



President's Message

Dave Kadonoff

Welcome to the New Year and the new year of flying! Thank you to all that have renewed your memberships and attended the safety meetings. We will conduct several more safety meetings to accommodate those that couldn't make the first two. As you likely know, we have signed a leasing contract that expires on March 31st 2018. At this point in time that is the latest information we have. The board has asked for any possible extension, even month by month if possible and we are exploring at least one site nearby. Please be assured that all of us wish to see us flying at a new location for at least a couple of years and the board and board associates are working on trying to secure another site. We will inform the membership of any change in status as soon as we learn of any new developments.

We are soliciting for ideas as to a new location and many have been submitted but access to suitable sites is extremely tough in this area.

Several members have reported finding non-members flying at both the fixed wing and rotary wing sites. In some cases, tempers flared a bit. Always feel free to call the Great Park police at 949-795-2924 and do not escalate any situation, walk or drive away and call the police. I have actually visited the police desk and explained the situation and they said they would be

Next Club Meeting

Monday
February 5th 2018

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

Speaker:
Jaime Colley
3D printed planes

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

2018 Badges – these must be 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...

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Get some Raffles Tickets! Win Great Prizes!!

happy to come and deal with these situations if necessary. Offenders often state that it is a public park and they can do what they want to. That is very true, but not on land that OCRCC leases from the Great Park. We would be more than happy to have them join, but we fly under a strict set of rules because of our proximity to the balloon. I point out to the 'offenders' that we pay for the lease and the upkeep of the property, not to mention insurance. So technically they are trespassing, but again, we would be more than delighted to have them as members and they can always come out once or twice as guests and see for themselves before joining.

Our Feb. 5th monthly meeting will feature models that were 3D printed so come on out and enjoy the camaraderie!

Happy flying guys and gals!!



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 breaches 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.

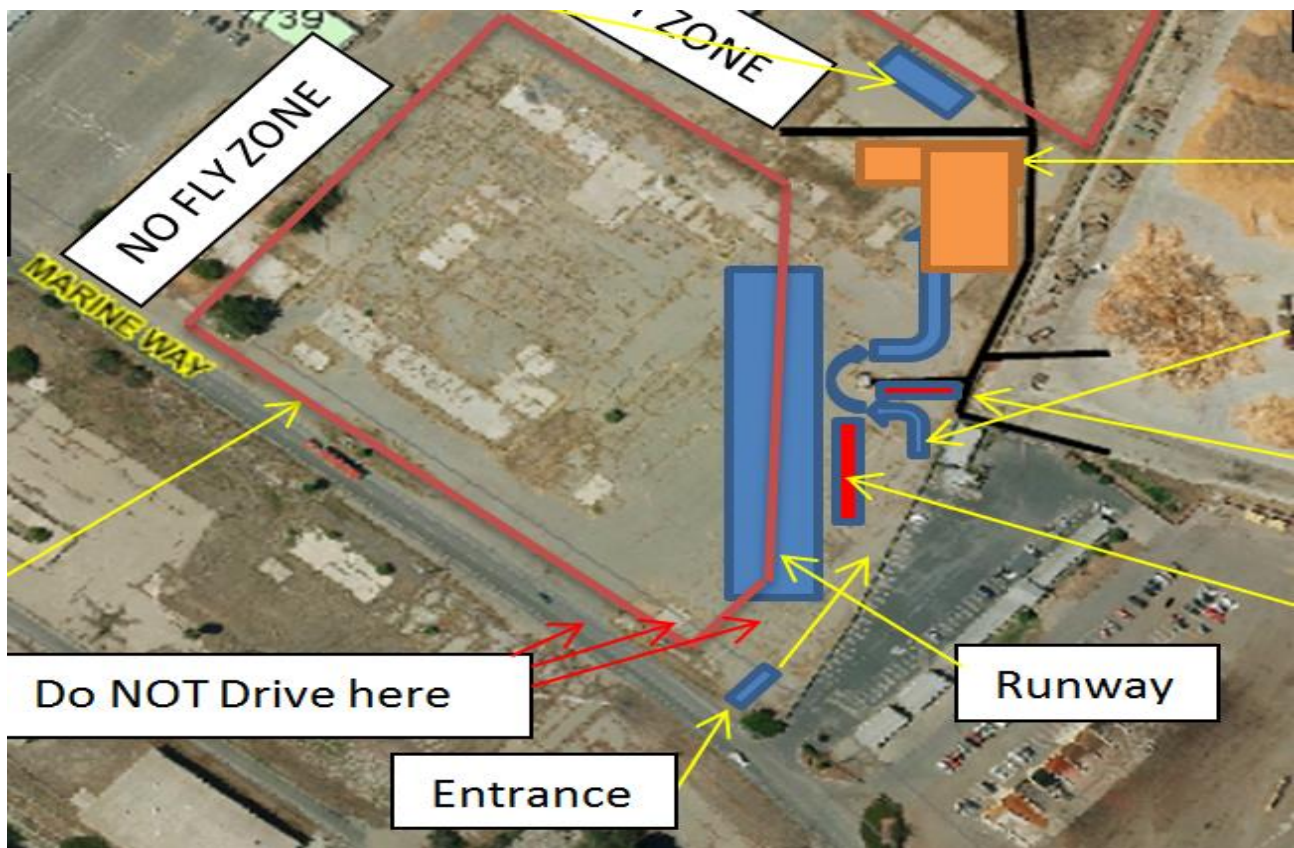
Field (Our #1 Asset) Safety:

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 & Officers 2018

- Dave Kadonoff- President
- Jim Finlayson - Vice President
- Gary Weitzman - Secretary
- Greg Stone - Treasurer
- Andy Borgogna
- Gene DeYoung
- Jack Gershfeld
- Rob Oglesby
- David Radell
- Nathan Stone
- Steve Zingali

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.

Tip of the Month from Pipeline

By Dave Kadonoff

I'm pretty sure I've written about this before but just thought that I would cover it again. One of the most rewarding aspects of my positions in the club is training and instructing new pilots. Their excitement, nervousness, glee, over a new airplane (with an uncertain future!), all take me back to my beginner days. The best part for me is watching pilot's skill level progress as they become more proficient, more relaxed, and start experimenting and pushing the flight envelope of their model. One key aspect I teach new and old pilots alike is patience. And man does that take patience!! Be patient and watch what your plane is doing based on the inputs you have given it. I see many pilots during takeoff push the throttle forward too quickly and run off the side of the runway, fishtail back and forth, or the worst, lose control and plow full power into the ground. Or on landing, cut throttle completely and make a hard landing and several bounces. Many planes require a bit of power to land to prevent that stall and flop onto the runway, be patient, keep a little power on and let it float down on its own. If it doesn't have enough power to stay in the air, it will eventually touch down. Trust me. Just be patient!

Oh, and the second most rewarding to me after watching a pilot progress, is my training fee. Typically, it is about 2 minutes of flight time on what has become a wide variety of other people's airplanes!

Happy contrails!

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 be 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.