



### President's Message

Please join us for the May 7th monthly meeting with the guest speaker as yet to be determined.

Field status. Well, sounding like a broken record here but the board just met and there is still no news about the new site that we are hoping to get access to. Still no 'No's' so that's good, but no new news to report as of my writing this on April 23. The board continues to look at other sites and welcomes any site suggestions that we should look at. And thanks to those that have made some suggestions, those are being looked into.

Following is a tough topic to tackle. I'm now in my 7th or 8th year on the board. While it can be a little political, the similarities to government I imagine is that you have a list of things that you would like to do, a list of things you have to do, and a list of things that will never likely happen! Just like in a household, we prioritize according to available budgets. While we currently have no expenses for the lease of the field, garbage, toilet and other various maintenance expenses, we do incur a cost for the monthly club meetings, maintaining insurance and other items.

By the way, the board meets monthly at Knowlwood, membership is welcome to attend, and yes, we pay for our own meals, not the club. But all current members, myself included, have paid their annual dues, realizing

## Next Club Meeting

Monday

May 7<sup>th</sup> 2018

NORMAN P. MURRAY  
COMMUNITY & SENIOR  
CENTER

24932 VETERANSWAY  
MISSION VIEJO, CA. 92692  
7:00 P.M.

Speaker:  
TBD

**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...*

*Get some Raffles Tickets! Win Great Prizes!!*



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that the club lease would end 25% into the calendar year. We were all hopeful and optimistic that there would be no lapse at all but then the county issues prevailed.

But what to do with the club treasury? The board is hopeful that should we find a suitable site in a good location that many members that did not 're-enlist' will join, but we will cross that bridge when we get there. In the meantime, returning a prorated amount of annual dues to each member that did pay, while possible would be a burden on the treasurer and costly as well.

That depleted treasury funding would also preclude any rapid move to a site when we find a new one. The board, (which is a great bunch of guys still looking to add one-woman Michelle!) has voted to retain the collected funds to maintain the treasury in a liquid and viable state. We hope that all current members will accept that for the time being as we do our very best to find and locate to a new site.

President OCRCC

### **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

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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.

## 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

Without mentioning any names I heard about the loss of a beautiful plane recently and the suspected cause may have been reversed ailerons. I am guilty and have trashed a nice plane on the first flight by not checking slowly and methodically aileron, rudder, elevator, and yes, throttle direction! I have seen several times planes back up when an attempt was made to taxi out! It's funnier than you know what! Real airplanes go through an annual inspection looking for anything obvious. I also recently saw a very large gas plane; a warbird land and it could not be taxied back to the flight line. The problem turned out to be that one of the swivel ball links on the pull pull servo horn had fallen off because a nut had not been loctited! Fortunately, no damage, as it was less than critical but a close one just the same! Periodically check your planes and helis and push and tug on various surfaces and linkages to see if there is any give. Better to find it on the ground than in the air!

Happy flying!

# April Club's Meeting

