

The Clark Flyer
The official publication of the
Clark County Radio Control
Society.

Volume 07, Issue 12,
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Web Master

Alan Cooper
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The Clark Flyer December 2007



Well I had started last months column saying this was going to be my last one as president, but after our last meeting, which was our dinner; I had to say Thanks to John Shirron, Jim Taylor and Alan Cooper.

Jim Taylor who made all the ar-raignments, worked at getting everyone signed in, and conducting all the raffles. John Shirron who has for every month made sure that we have had a

raffle prize and who pulls out all the stops for the holiday party to get all the prizes and auction items at the dinner. Alan Cooper, who supplied us with his music and entertainment for the evening. Thanks guys it was great.

Once again, I thank all the members for the support I received over the last 2 years. Our club is one of the best and it is the membership that makes it that way.

See ya at the field, Dave

www.clarkflyers.com

Meeting Minutes December 12th, 2007

Editors Note:

Since we didn't have a meeting this month I would like to take the opportunity to say a few things about the past year.

First of all, The December Raffle was originally won by Jim Taylor, but the spirit of the season overcame him and he decided to donate the plane back to the club with a twist. Everyone that had purchased a raffle ticket were eligible to purchase another ticket for 1 dollar and only those tickets would be used to draw the winner. Chuck Graves was the lucky man and went home with the AT-6 Texan.

Now some words of thanks. Thank you Dave Agar for your leadership this year. The presidency is a thankless job and you did very well. Thanks to Dave Koon for his Vice Presidency. Luckily there were few instances when you had to step into the breach. Thanks to Greg Agar for accurate recording of all or meetings and thanks to Steve Piper for not running off to Hawaii with our money.

Thanks to Ted Atmore for the unenviable job of trying to keep us all safe. Thanks to Alan Cooper for keeping the web site up to date and for pushing those project pages. Thanks to all of those who have trained someone to be a RC pilot. It's your efforts that will keep this hobby alive. Thanks to Randy Boardman for all the funfly's this year and the many more we will have next year.

Thanks to all the Hobby Stores that have supported us this year. From Coyote Hobby in Oregon City to Tammie's Hobby's in Beaverton. From Hobbies Unlimited in North Portland to Hobby Town USA and Island Hobbies in Vancouver.

Lastly, thanks to all the members of this club. I believe we have some of the widest assortment of talent and skill in this hobby, from designers and builders to graphics and to flyers, both fixed wing and helicopters.



December's Raffle:
Top Flite AT-6 Texan
Won by (Eventually) Chuck Graves

Safety is Everybody's Business

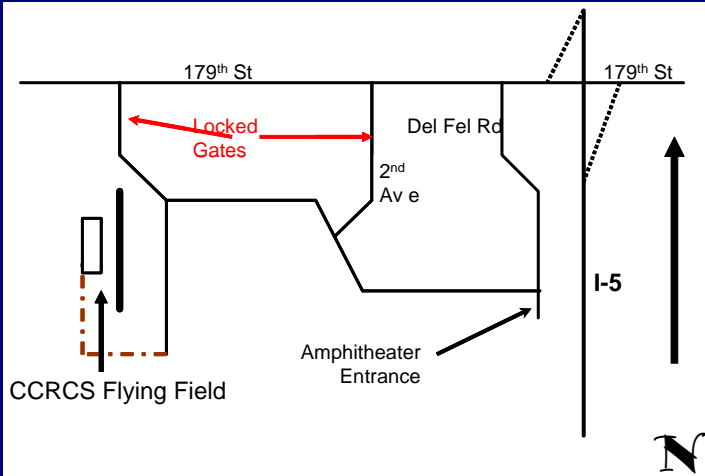
by Jim Rice

If you are an AMA member, you need to be concerned with safety at your flying field. It is easier to take the heat from a fellow club member for correcting him or her for a safety violation than it is to take that same person to the hospital or the morgue.

I own a hobby shop and it used to worry me to stop people and correct them on safety issues but one day it dawned on me that if one person creates a serious enough safety incident it could cost us a field, which would really hurt my business. If that person maimed or killed another good customer/friend, I would be out a customer anyway. If they did any of that without me trying to intercede and make a difference, then I would probably never forgive myself.

So, the result has been that I take safety to heart every day at every field and I am as gentlemanly and tactful as I can possibly be so as not to aggravate a customer while at the same time fixing a problem at the field.

(Continued on page 6)



Directions:

Exit 9 from I-5 (Battle Ground Fairground exit) Head west to 2nd Ave. There are two ways to get to the field. Spectators and club members can use the Amphitheater entrance (open from 8 AM. until 9 PM. most days).

If locked club members can use the club entrance off of 2nd Ave. You must be a member and know the combination of the lock!



**January's Raffle
Great Planes Revolver**

- Wing Span :** 59 in (1500 mm)
- Wing Area :** 563 in² (36 dm²)
- Flying Weight :** 6-7 lb (2720-3180 g)
- Fuselage Length :** 48 in (1220 mm)
- Engine Required :** 2-stroke .46-.55 cu in (7.5-9.0 cc) or 4-stroke .70 cu in (11.5 cc) engine
- Radio Required :** 4+ channel radio w/servos (50 oz-in min. torque)

Clark County Radio Control Society members shop at the following locations

HobbyTown USA

8720 N.E. Centerpointe Dr.
Suite 219
Vancouver, WA 98665
(360) 823-0904
Fax: (360) 823-0906

HOBBIES UNLIMITED

Discount Pricing on R/C Cars, Planes, & Boats
HO-N Trains, Plastic Models, Rockets, and Paints
Open 7 Days A Week
4503 N Interstate Ave
(Take Exit 303 off I-5)
(503) 287-4090



**TAMMIE'S
HOBBIES**

12024 SW Canyon Road
Beaverton OR 97005

Phone 503-644-4535
FAX 503-626-7490

Email Tammies@tammieshobbies.com



1128 Main Street,
Oregon City, OR 97045
Phone 503-656-2172
www.coyotehobby.com
Email: info@coyotehobby.com
Monday- Friday 10:00 AM - 6:00 PM / Saturday
10:00 AM - 5:00 PM / Sunday 12:00 Noon - 5:00 PM



Island Hobbies

13502 SE Mill Plain Blvd, Suite #C6
Vancouver, WA 98684
(360)
www.islandhobbies.us



CONVENTION

2008

Ontario Convention Center
3000 Convention Center Way



Ontario, CA
January 11-13

Friday	12-6pm
Saturday	10-6pm
Sunday	10-4pm



AMA CONVENTION 2008

Ontario Convention Center, Ontario, California

ADVANCE TICKET ORDER FORM

Advanced ticket offer expires December 28, 2007

Name _____

Address _____

City _____ State _____ Zip Code _____

Advance Ticket Price for Members

One-Day Pass _____ \$11.00

Two-Day Pass _____ \$20.00

Three-Day Pass _____ \$27.00

Advance Ticket Price for Non-Members

One-Day Pass _____ \$13.00

Two-Day Pass _____ \$24.00

Three-Day Pass _____ \$33.00

Children under six are free when accompanied by an adult.

Credit Card Number _____ Exp. Date _____

(Visa and MasterCard Only)

Please make checks or money orders payable to AMA.

FRIDAY

**JANUARY 11
NOON-6 P.M.**

SATURDAY

**JANUARY 12
10 A.M.-6 P.M.**

SUNDAY

**JANUARY 13
10 A.M.-4 P.M.**



Return This Form to:

AMA Convention 2008
5161 East Memorial Drive
Muncie IN 47302

Questions?

Please contact us by phone at
(765) 287-1256, ext. 272 or 270
E-mail to
jessly@madelaircraft.org

Generally it is not necessary to scream at or humiliate a person who is violating safety rules, a gentle reminder can usually do the trick.

However, if it is really serious and a nudge doesn't do the trick, it may be necessary to take a more forceful approach or even call in assistance from your club's board of directors.

It is important that we all have the opportunity to fly in a safe environment. I have seen pilots land, pack, and go home to avoid flying with or being around a pilot who is dangerous or drinking and flying. That only allows the standard to be lowered.

I worked for a really smart Major General once who drilled into all of us the fact that if you walked past a problem and didn't correct it, you set a new standard and that same philosophy applies to our flying fields. If any of us observes a problem and doesn't try to fix it, we have told the perpetrator that what they are doing is okay with us.

Complaining to each other about the problem without confronting it only aggravates you and your friends while appearing to condone the activity. Find a way to bring it up or get someone else to do it but don't wait until the next club meeting or tattle to the Safety Officer. It really needs to be fixed at the time of occurrence so it can be discussed, if necessary, between all parties present at the time. it was lower.

Every accident involving safety should be drilled into your mind and reviewed from every aspect to ensure that you know what caused it, what should have been done to avoid it and what you will do in the future to prevent recurrence.

I had a friend hit in the face with a Taurus and it buried the Enya .60 in his cheek all the way to the carburetor. As it turned out, the injured guy had gone dead stick and was walking across the runway to retrieve his airplane and the other guy was making a low, fast flyby. He was turned toward his airplane and could not see the first guy walking onto the runway behind him. He saw him only as his airplane collided with him.

It was all avoidable! Simple communication between pilots would have prevented the incident. I make sure I loudly call out "On the field" and make sure everyone in the air at the time acknowledges before I walk across the dead line and then yell "Clear" when they can use the runway again.

A second incident involved a man starting a G-62 with a starter and the assistant holding the large aircraft by standing in front of the horizontal stabilizer. As the starter was pressed against the spinner, the airplane moved backward between the holder's feet and simultaneously the engine started. As the man with the starter looked down to put the starter down, the airplane at a high idle moved back forward until it came to rest on the holder's ankles.

The man starting the engine just saw the airplane moving and thought his friend had released the airplane so he tried to reach over the propeller and grab the fuselage to stop the airplane. In the process, he got his forearm in the propeller and got several deep cuts in his arm requiring a trip to the emergency room and several stitches. I reviewed the incident with an eye toward ensuring it never occurred when I was holding an airplane. The best answer is to kneel or crouch down and hold the airplane with your hands, however many of us are older, heavier, and lazier than others. What I do now is stand over the airplane with the leading edge of the stabilizer against one ankle and then I place the other foot forward so that the trailing edge of the wing is against the shin. That way, the airplane cannot move back as the starter is applied and cannot move forward when it starts.

If the airplane is big enough or is a biplane, I can stand with the stabilizer against both ankles then bend at the waist and hold the canopy or top wing to stop the airplane from moving to the rear. Restraints are good but they do not stop the airplane from moving back when the starter is applied.

Try to make something good come from every accident. Learn what caused it then plan to prevent it and educate others at the same time.

CCRCS MEMBERSHIP APPLICATION

2007

Applicants must be a member of the ACADEMY OF MODEL AERONAUTICS (AMA) before they will be accepted for membership in the Clark County Radio Control Society. (CCRCS)

The initial initiation fee and dues must be paid at the time of submission of application.

Dues are \$56.00 per year, or \$4.67 per month. (If you were to join in June your dues would be \$32.69) plus \$20.00 initiation fee. Any renewal sent in before March 1st will be discounted \$5.00. (\$56.00 less \$5.00 early renewal= \$51.00)

Any member of the same household or any person holding a Junior AMA Membership receives a 50% discount on dues!

YOU MUST submit a photocopy (or show proof) of your AMA card with this APPLICATION.

Applicant Information

Name _____

Address _____

City _____ State _____ Zip _____

AMA # _____ Phone# _____

Email Address _____

Radio Frequency (s) _____

Applicant Agreement

I, the undersigned, have read and understand the AMA National Model Aircraft Safety Code, and will abide by the CCRCS By Laws. Before flying my aircraft I will thoroughly understand the boundaries and rules of the CCRCS flying field

Applicant Signature _____ Date _____

Send this application and a check made out to CCRCS (along with a self addressed, stamped envelope if possible) to

CCRCS

c/o Steve Piper

2438 Lewis River Rd

Woodland, WA 98674

e-mail: rcsteve1@yahoo.com

Website: www.clarkflyers.com

Webmaster: Alan Cooper exchoice@yahoo.com

President: Dave Agar kamanhusky@aol.com

UPCOMING EVENTS

January 11-13, 2008: 2008 AMA Convention

Ontario Convention Center, Ontario, CA

<http://www.modelaircraft.org/amaconvention.aspx>

February 9—10, 2008: Northwest Hobby Expo

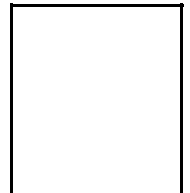
Monroe County Fairgrounds, Monroe, WA

<http://www.nwmodelhobbyexpo.com/>

The Clark Flyer

P.O. Box 65566

Vancouver, WA 98665



First Class Mail

Address Correction Requested



TO:

December Newsletter