

PRESIDENT'S COCKPIT

The month of January has passed bringing with it good memories of 2007, the January CCRC Club Party and time to make plans for 2008.

At our November club meeting the subject of safety dominated our discussions stressing the need for the continuous awareness of the AMA Safety Rules, CCRC By-laws and our common sense. Our December meeting / party was postponed due to weather and so our January 2008 meeting was the end of the year make-up party.

At our next meeting on Wednesday February 6, 2008 I want to begin planning for our 2008 activities and want input and participation from all members to make this an effective year. I will try to provide leadership for the club but I need your support.

We have two main issues to discuss at this next meeting; the new "main runway" and field safety and compliance to our Constitution and By-laws. The fall out of these two subjects will help resolve those issues concerning location of pilot stands, taxing, 3D maneuvers, flight patterns and all the other related stuff.

I believe safety is first in any organization. Safety should be everyone's concern for the continued enjoyment of all club members and guests. Even though we have designated field marshals, everyone should be aware of unsafe acts that could possibly hurt a person or cause damage to other planes or parked cars. Should you observe unsafe acts, take initiative and remind the pilot of what you think is an unsafe act. We should approach our fellow pilots with respect and with the good intention of maintaining a safe environment. I find most people who are approached in this manner will respond in a likewise manner. Disputes can be taken up with the field marshals or club officers. Individuals who continue to fly in an unsafe manner or disrespect for others safety will be subject to disciplinary measures including

disbarment from the club. The following safety topics will be discussed at our next meeting and hopefully agreed by all attending;

- Helicopters are to perform their preflight checkouts and hovering maneuvers to the right side of the canopy shelter. Flight patterns are to be conducted using the active runway established by wind direction and predetermined by existing pilots. Flying 3D maneuvers are to be conducted at least 50 feet beyond and parallel to the active runway.
- Fixed wing aircraft shall also perform their 3D maneuvers at least 50 feet beyond and parallel to the active runway.
- Fixed wing aircraft shall also perform their low altitude speed passes in the same manner and pull up before they approach the canopy shelter if they are using the new “main runway” approaching from the southeast to the northwest. Some pilots have been observed pulling up at the roadway which is unsafe for other pilots, spectators, cars and other critters. Pulling up at the temporary orange cones or performing knife edge maneuvers at the end of the new runway next to the ditch along the road is still too late.
- And one more thing. Pilots are not to stand or sit in their chairs in the runway while performing any maneuvers. They should stand or sit behind the white PVC pilot stands. Pilots may go out into the runway only to retrieve their aircraft and after notifying others who may be currently flying.

The above are a few serious topics to be discussed at the next meeting. I don't want to make the newsletter a bunch of rules, regulations and do's and don'ts. But, I want to raise the safety awareness for the club. This is a wonderful sport and speed and performance add to the thrills, excitement and appreciation of the skills of our members. However, the speed and power of our

flying machines have a great potential to seriously hurt fellow participants and guests. Please observe our safety rules.

The second item to discuss at the meeting is the new “main runway” and how to make it a useful and desirable part of the field for everyone. After a lot of hard work by Roger Vaughn and others the runway was constructed but the draught killed most all of the grass except for a few lumps of tough crabgrass. The remaining surface condition can be tolerated by the giant scale guys with their larger gears and wheels but the majority of the smaller, regular size planes can not land safely on the new runway. Therefore the smaller guys prefer the “old main runway” with the nice turf that took years to cultivate. Problems and safety concerns arise when establishing the “active runway” when we have mixed groups. We will discuss how to resolve this problem at the next meeting.

I also have some ideas on how to make the grass grow and how to keep it green. So, please come on Wednesday evening so we can resolve these matters together as a team with constructive comments and suggestions.

Looking forward to seeing you at the meeting. Ken