

# The Simi Valley Flyer

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## January 2012

### In This Issue:

- Important Reminders
- Flight Safety Rules & Regs
- Website News

### Theme for the month **SAFETY FIRST!**

#### SIMI INDOOR FLYERS

AMA CLUB #4382

#### EVENT DATES FOR 2012:

February 18th 8:00PM-10:30PM

March 17th 7:30PM-10:00PM

April 21st 7:30PM-10:00PM

Be sure to get your 2012  
**CALENDAR of R/C FLYING  
EVENTS** at the January  
Club Meeting. See you  
there.

#### January Birthday:

**Kenneth Milbrett**



## A Message from Your President, Glen Roe

Welcome to what will be another fun year of flying. That's if, this wind ever lets up!

I would like to take this opportunity to thank Todd and the rest of 2011 SVF Board for a great year. The runway resurfacing is fantastic. I appreciate the hard work that went into getting this project completed every time I take off and land. I really enjoyed all of the presentations at the meetings. I learned how to solder some of the newer connectors (without burning myself), the fine art of airbrushing (my cat looks great with her newly airbrushed flames down her sides) and how to apply vinyl for a very realistic looking commercial airliner (thanks to Manny, my dogs now look like United 777's). There were many other great presentations, as well. The Christmas party was a lot of fun, the food was tasty and the slideshow presentation was a big hit with everyone.

There are a few Board Member changes for the 2012 Board. We have added the newly approved Webmaster position which will be held by Bill Luckie. Andy Weir, Bob Fricke and Keith Martin are returning for another year in their previously held positions. There are a few new faces on the

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## The President's message continued...

2012 Board; Ron Scott as Safety Officer, Anthony Aleta as Secretary, Sean Slattery as Newsletter Editor and myself, Glen Roe as President. It is a good 50/50 mix of new blood and veteran leadership. If there is something we can do to improve our club, please let us know. Our e-mail addresses and telephone numbers are published on the website. For those of you without e-mail access, please feel free to give us a call.

One of my focuses for our club in 2012 will be to continue to build on Todd's foundation to make our meetings more exciting. Although we do have the task of discussing a couple of club business items at the meetings, the main goal of the meetings is to have fun and to discuss our hobby, share ideas and the occasional ribbing of the last guy who crashed! The Board and I would really like to hear your suggestions for subjects that would be interesting to cover during our general meetings. We are arranging for several member presentations and guest speakers again for this year. If there is something you would like to present, it would be great if you could give us a heads up and we can notify the membership ahead of time.

For those of you who do not typically attend the general meetings, I would like to encourage you to try to attend at least a couple of meetings this year. The more participation we have, the more interesting we can make the meetings.

We will continue to publish a great newsletter each month and provide a user friendly website with online community forums. If you do not yet have access to our forums, please contact Bill and he will get you set up.

If there is something you would like to share with everyone, anything from a simple building tip to a detailed write-up on your last airplane build, please post it to our forums. It is also a great place to share your airplane photos. In the event you do not have access to our forums, please send your articles and/or photos to Sean and he can publish them in a future newsletter.

Thanks again to Todd and the 2011 Board for all of their hard work!

See you up at the field.

Glen



## A Message from Your Vice President, Keith Martin

I want to start off by welcoming all of the new board members. I'm looking forward to working with each of them in serving the club. Also, I want to thank those that were on the board last year; I had a lot of fun and look forward to seeing you at the field this next year.

As I look forward this year, we will again be faced with the need to do some work keeping the field and road in good condition. So far the road has held up fairly well. If anyone has any ideas about how the road could be improved, please let me know. If anyone has a road grader in their back yard, I'm sure I could figure out how to drive it. Please remember to keep your

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## The Vice President's message continued...

speed down when coming up to the field; there are often campers in the area and we need to be careful. The runway still looks good. We need to patch the cracks as soon as we can, so let someone on the board know if you see any problems.

Keith



### A Message from Your Safety Officer, Ron Scott



## Safety First

Hi all, I hope you have started out the new year by adjusting your priorities to include Flying and Building planes and/or helicopters first while all the other things take a back seat.

“Flying Pattern” Although we don’t have a specific rule in our SVF RULES that states the flight pattern, Right to Left or Left to Right, the wind direction will typically dictate the flight pattern. In other words, if the wind is dominant from the West, then you should take off into the wind from Right to Left – toward the Southwest and maintain that pattern along with all others that are flying. Hopefully this will prevent **MID-AIR collisions**. I have seen about 20 mid air collisions over the years and it’s not fun – I’ve had two mid air collisions myself. Typically both flyers suffer damage because it was an accident, but in other cases there have been mixed words between both

flyers and in a worst case scenario, there have been fights that break out.

If there is no one else flying, then you alone, own the sky and should be able to fly anyway you want. Either way, I recommend that you take off and land into the wind unless you have a dead stick and don’t have time or the altitude to turn around.

At the Condors flying field in Camarillo, their rule is as follows, “Flight pattern direction is established by the wind direction (normally right hand pattern with a west wind) All takeoffs and landings must be in the established pattern.”

At the Ventura Comets at Lake Casitas, their rule is as follows, “When more than one aircraft is in the air, all must fly the same pattern as dictated by the wind direction, (normally this is a clockwise direction).”

That’s about it for now – have fun and lets all be SAFE!

Ron



## REMINDERS

**EVERYONE must have a current AMA membership to fly at our field.**

**The Parking Lot Speed Limit is 10 MPH!**

**If you are the last person to leave the field, it is your responsibility to:**

**Lock the Flight Box  
Lock the Charging Box  
Close and lock the gate**

**December, 2011 Meeting Minutes:**

The meeting was held at the Cisco Restaurant Holiday party.

The first order of business was the election of the 2012 Board members. There were no oppositions.

President: Glenn Roe succeeded Todd Krueger

Vice President: Keith Martin is returning in his position

Treasurer: Bob Fricke is returning in his position

Membership: Andy Weir is returning in his position

Safety Officer: Ron Scott succeeded Geoff Brown

Webmaster: Bill Luckie is returning in his position

Newsletter: Sean Slattery succeeded Bill Luckie

Secretary: Anthony Aleta succeeded Erle Wynn. Anthony volunteered, as there were no nominations for this position. Thank you Anthony!

**In Memoriam:** The Simi Valley Flyers family lost a good friend and fellow flyer last year, Dale Challinor. Mark Penikas had a chance to visit with Dale before his passing. Dale reflected on how much he enjoyed the club and especially going up to the field to talk with the "Guys." He will be sorely missed.

Todd Krueger, our 2011 President, thanked his Board members for making his job easy during his presidency. He reflected on some of the accomplishments made during the year including the guest speakers and the long awaited runway repair.

The drawing was held for the work party \$100 cash prize and the Holiday Party raffle was held.

**January 10, 2012 Board Meeting Minutes:**

All board members were present.

The Club will be making a \$200 donation to the church for the use of the room for the 2012 Club Meetings. The actual calendar still needs to be confirmed.

A calendar draft of other clubs events was presented and will be submitted for review at the January club meeting.

All instructors need to renew with the Intro Pilot Program. Glen moved, with no objections, to put it on the 2012 transition checklist. Glen will provide a list of eligible instructors. Bob will pay the AMA fees.

Discussion on what we can do to increase the club meeting attendance; Suggestions were to move the meeting to Thursday night or perhaps move the meeting location to the field. The club membership will be poled for their input.

Sean proposed to push out the deadline for articles for the newsletter so everyone would have more time.

Ron suggested a regular safety column.

A suggestion that new board members submit a half page introduction for the newsletter introducing themselves to the membership. Glen will submit one for January.

Anthony will investigate a non-profit organization status and restrictions to see if it would be appropriate for the club.

Glen provided checklists and certificates to the Safety Officer, Ron.

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### Board Meeting Minutes continued....

Several safety items were discussed and Glen suggested that they be brought up at the club meeting, as well; Standard flying pattern, reinforcing the need for calling of intentions, large airplane certifications and the concerns with fast airplanes.

All board members will maintain an electronic back-up of all website, newsletter, membership records, dynamic files and financial information for prudent redundancy.

Annual Treasury Report: \$17, 431.72 total funds; a loss for the year of \$3,163 was primarily due to the runway maintenance. Total food and raffle costs for the 2011 Holiday party were \$394.42.

All fully paid members will be eligible for the raffle at the January club meeting for a free membership.

Suggestion to amend the Bylaws to allow a probationary status member to serve on the Board and to create a ratification pathway, especially when there is only one candidate for a board position.

**We discovered that the gate was left open on December 21, 2011. Everyone using the field is responsible for locking the gate if they are the last to leave.**

**Speeding through the parking lot has also been reported.**



### SVF Website News

Our Webmaster, Bill Luckie, has reported that our Website has reached a new Milestone:

#### **20,000 Page Views as of December, 2011**

The Website has been updated to reflect the 2012 Board Membership.

The updated Club Bylaws have been posted to the Website. Please visit the Website to review these new Bylaws.

### Forum News

Let's say you come across a nifty image or photo on the internet that you would like to use in a post to the Forum. You could just copy the image or photo to your computer and then add it as an attachment to your post. This would normally be OK, but here's a better solution. Right Click on the image or photo you want and choose "Copy image address," or sometimes it may say "Copy Link." In any case, you should save what is copied and it should look something like this:

[http://fastcache.gawkerassets.com/assets/images/4/2011/12/xlarge\\_d0119e54617f56ef5c658e10d1f27488.jpg](http://fastcache.gawkerassets.com/assets/images/4/2011/12/xlarge_d0119e54617f56ef5c658e10d1f27488.jpg)

Now when you are ready for the image or photo to be placed in your post, you choose this Icon which allows an image address to be placed between the brackets. [img][img]

Now your image or photo displays inline with your text and as a full size image rather than a thumbnail.

***Ron Scott, our Safety Officer, asked that our Club's Flight Safety Rules and Regulations be published in the Newsletter. So not to overwhelm you, this is part one. Please look for part two of our rules and regulations in the February Newsletter.***

## **Simi Valley Flyers Flight Safety Rules and Regulations**

### **Introduction**

The rules contained in this document govern flight operations of the Simi Valley Flyer's Flying site. These rules are intended to promote safety and the enjoyment of the facility by all club members and their guests. Members and their guests are to conduct themselves in a manner which promotes safety, courtesy, and consideration towards others at all times.

Simi Valley Flyers is an AMA chartered club. As a chartered club, all members are subject to the rules and regulations contained in the Official AMA National Model Aircraft Safety Code. These rules and regulations are subject to change on a periodic basis. It is the responsibility of each club member to be aware of the current regulations. As stated in AMA regulations all additional rules and regulations imposed by the Simi Valley Flyers must also be observed. Violating any club rules and regulations is in violation of AMA rules and regulations. The following excerpt is from the Official AMA National Model Aircraft Safety Code:

***Model Flying MUST be in accordance with Simi Valley Flyers Flight Safety Rules and Regulations and AMA safety rules in order for AMA Liability Protection to apply***

### **Flying Site Rules and Regulations**

#### **1. General Rules**

- 1.1. All members and guests flying at the Simi Valley Flyers Facility must have proof of current AMA insurance coverage. Proof of insurance is limited to the presentation of a valid membership card issued by the Academy of Model Aeronautics or a faxed temporary membership on AMA letterhead. This proof must be in immediate possession at all times while flying at the facility.
- 1.2. Junior members and dependent junior members must be under the direct supervision of their legal guardian or a non-junior club member.
- 1.3. All flyers must sign-in on the log located in the frequency control box before flying and sign-out when leaving.
- 1.4. All guests that intend to fly must sign-in on the guest log.
- 1.5. All new members are required to demonstrate their ability to maintain control of their aircraft by successfully completing an Orientation Flight administered by a Club Pilot Instructor, Safety Officer or Safety Officer's designee. New members will be restricted to a

“Trainer Box” with a qualified Full Member, or Club Pilot Instructor, Safety Officer, or his designee until an approved Orientation Flight has been performed.

A list of the Club’s Pilot Training Instructor’s and their telephone numbers shall be posted on the club’s website. It shall be the new member’s responsibility to contact a Club Pilot Instructor to schedule an Orientation Flight.

New members Identification Card will have an identifiable hole punched in the upper right corner of the card to identify its holder that they have not achieved solo flying status and are restricted to a “Trainer Box”. Once solo flying status is approved by a Club Pilot Instructor, a new Identification Card will be issued.

- 1.6. All Guests are required to demonstrate their ability to maintain control of their aircraft to the Hosting Member, unless the Hosting Member has prior knowledge of Guest’s flying ability.

It is the Hosting Member’s responsibility to determine their Guests flying ability before allowing them to fly solo.

- 1.7. All members and guests are required to exercise good judgment and the ability to control their aircraft at all times.
- 1.8. All members and guests shall abide by all current rules and regulations contained in the Official AMA National Model Aircraft Safety Code.
- 1.9. All guests must be accompanied by a club member at all times. The club member hosting the guest is responsible for the actions of their guest.
- 1.10. All members and guests are expected to behave in a manner which is not offensive to others sharing the facility. All club members and their guest are expected to behave in a sportsman like manner at all times while at the facility.
- 1.11. Guest privileges are extended by the club to encourage and promote club membership growth. All members are to use good judgment when using the guest privilege. Abuse of the guest privilege by any member will not be allowed.
- 1.12. Frequency control is to be observed at all times.
- 1.13. All aircraft must be subjected to a flight safety checkout prior to flight for the first time or after a crash.
- 1.14. As a courtesy to others, flight times are limited to 15 minutes.
- 1.15. All aircraft are limited to a maximum 100 decibels as measured in a 360-degree circle with a radius of 9 feet.
- 1.16. No turbine powered fixed wing aircraft shall be flown at the facility.
- 1.17. Only pilots and helpers are allowed beyond the pit area.
- 1.18. No aircraft shall fly over the fence located at the north end of the field.
- 1.19. No flying over the pit area at any time.
- 1.20. No piloting of aircraft from the pit area.
- 1.21. No launching of aircraft from the pit area.
- 1.22. No taxiing in the pit area.

- 1.23. All pilots must fly from the appropriate designated pilot area. Appropriate designated pilot areas are as follows:
  - a. Glider pilot area. See Section 4 for applicability and limitations.
  - b. Helicopter pilot areas. See Section 6 for applicability and limitations.
  - c. Pilot Boxes. Always permitted for any aircraft, mandatory in accordance with general rule 1.24.
- 1.24. All fixed wing powered aircraft must be flown from within the pilot boxes. Pilots must coordinate flight operations from the pilot's area. Pilots must announce their use of the runway (i.e. taking off, landing, touch and go, dead-sticks, on the runway and etc.). Pilots should clear the runway as soon as possible.
- 1.25. No aircraft shall be flown that cannot be safely operated at the facility.
- 1.26. No aircraft of any type shall be flown that creates a safety hazard with another when flown simultaneously.
- 1.27. Dead stick landings have priority. All other aircraft are to remain clear of the dead-stick aircraft until safe.
- 1.28. A fire extinguisher must be present within 20 feet of any aircraft while fueling or starting a gasoline engine.
- 1.29. Fixed-wing aircraft and helicopters shall not be flown simultaneously, except as noted in paragraph 4.2.

**Note: This does not include all of our rules. Rules 1.30 and beyond will be published in future Newsletters.**

## KEITH MARTIN'S NEW FMS 1.4M P-38 LIGHTNING

