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## *President's Corner*

Hi All

The New Year has finally made it.

Let's take a look back at last year, it was normal in most ways.

First we started with the Big Dig, we got the big dip filled in.

The next thing was the parking area.

We also started to get the trees cut down to the

left, I almost forgot to mention Fred finally got

back what was left of his plane from the trees

that he parked in.

Last year the Scouting day was windy, and so was the Heli Fly

For 2012 we are still moving left, safety benches, tables

This year we are starting with a new web site.

The front page is a work in progress, the Forum Page

is up and working, so sign up and post something

Some of the new (Safety Changes) this year will be in the grass barriers.

We are going to have a new grass barriers cutting pattern.

If you have any question, just ask me and I will get you a answer

I like to say Thanks to Jason for all the work on the new web site

I like to say Thanks to all the people that keep this club running.

Fly Safe, Fly Often

Tim

## *Treasurer's Report*

We have a sound treasury

I would like to thank Lew for his presentation of Electric motors and how to properly use them at the last month's meeting.

David Darr will have a presentation on aero towing next month

All presentations will be held at the end of the meeting in case some people may have to leave early

Please See Jason and or Steve when you arrive at the meetings so that we can take attendance for the hats as well as give out your ticket for the raffle of a \$30 gift card to J and C hobbies.

Effective March 1, 2012 we will be using the suggested safety distances as per AMA field lay out with a few modifications to fit out field. During the period of march and all of April if you are seen violating these distances you will be given a friendly verbal reminder that you need to follow the new safety rules as of May 1, 2012 these rules will be enforced

Below is a diagram of the site layout and distances suggested by the AMA we are going to have slightly different distances then suggested as our field is not the idea field as per AMA layout plan

**Introduction:**

The AMA has determined that most modelers and model clubs are careful in their selection of flying sites, site layout, and operational practices.

The suggested specifications detailed below have been developed to promote improved field management and provide added margins of safety for the ever-increasing numbers of fliers and spectators. Most clubs should be able, with reasonable effort, to comply with

this suggested layout for general field arrangement and conditions for sport flying.

The suggested specifications are not mandatory requirements, and compliance with these suggestions does not, of course, guarantee

that no accident will occur. The AMA recommends that individual clubs design their flying sites based not only on geographic area

available but also on sound sensitivity, obstructions, proximity of neighbors, etc., while incorporating the recommendations presented

below. The types of aircraft the site is anticipated to accommodate, such as Giant Scale or small electrics, may effect an increase or

decrease of the overfly area. (See FIGURE 2.) When designing or redesigning any flying site the AMA should be contacted with any

questions, comments, or concerns regarding specifications, layout, and safety.

The official AMA Safety Code remains the governing factor. All members and clubs should conduct their field operations in

accordance with the Code.

**Taxi Area:**

No landings or takeoffs from this area.

—Provides additional open space between pilots and aircraft during the time when most out-of-control accidents happen.

—Allows taxi room in front of other pilots with less chance of other frequencies interfering with taxiing aircraft.

**Barrier:**

Designed to stop taxiing models from veering into pilots' and/or spectators' positions. (Includes plastic or chainlink fencing, hay

bales, shrubbery, etc.)

**Pilot Line:**

Set back from runway edge to keep pilots away from aircraft.

**B. Personnel Side of Flight Area:**

**Locations Distance Factor** (measured perpendicular from edge at runway safety line)

Runway edge is the basic Safety line or 0

Pilot line a minimum of 25 feet from safety line

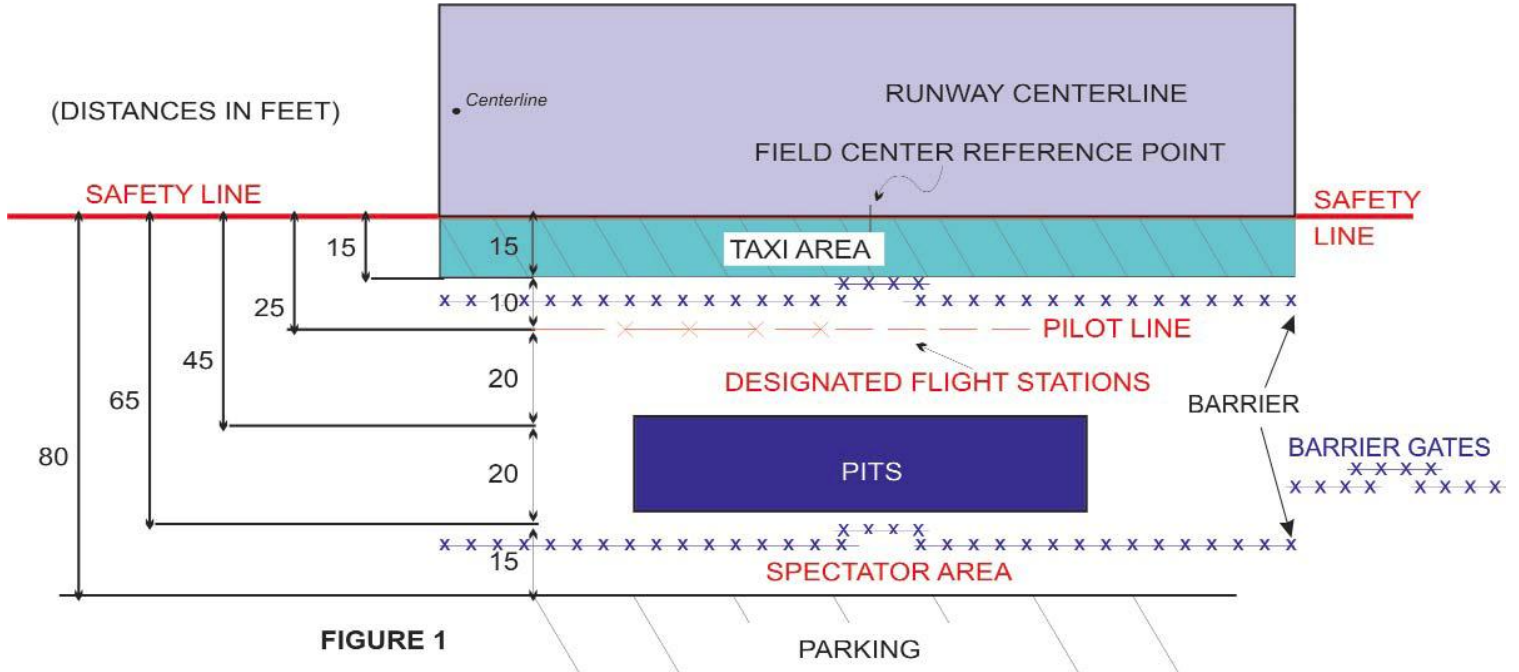
Pit line a minimum of 45 feet from safety line

Spectator line a minimum of 65 feet from safety line

Parking lot a minimum of 80 feet from safety line

**Safety Zone:** An additional 250-foot safety zone, added to the OVERFLY AREA, is desirable if any major roads, buildings, or

outdoor personnel activities are in the general area or if high-speed or high-performance aircraft are flown.



# **Schedule of Events, Activities**

## **February 2012**

**Feb 3<sup>rd</sup> Meeting at Rostraver municipal building at 7:30 P.M.**

## **March 2012**

**Mar 1<sup>st</sup> – New Safety Standards are in effect**

**Mar 2<sup>nd</sup> – Meeting at Rostraver municipal building at 7:30 P.M.**