



Officers and Directors

President

Sherman Lillie
425 334 8562

Vice President

Jim Swanson
360 629 3511

Secretary

Bill Thompson
206 363 4264

Treasurer

Marty Menia
425 418 8692

Safety Officer

Bill Renfro
425 347 6780

Chief Instructor

Bill Hedberg
206 849 1060

Director

Roy Stubbs
425 774 6309

Director

Jerry Hussey
425 423 0758

Registrar

Ed Weigelt
206 546 5211

Registrar

Chris Christensen
360 794 5192

Field Marshall

Don Wood
425 745 1079

Website

www.sracinc.com

March 2008 Calendar

3rd	O & D Meeting - Bill Renfro's	7:30 pm
5th	Club Breakfast - Buzz Inn Harvey Field	8:00 am
17th	Club Meeting - Galaxy Hobby	7:00 pm
19th	Pylon Race season finale	sign in 11:30 am
27th	Combat Season Opener	sign in 11:30 am

SRAC monthly Meeting at Galaxy Hobby, Lynnwood



Pres. Sherman Lillie



Sec. Bill Thompson



Safety officer and Raffle Ch. Bill Renfro



Sherman and New Member Bob

Pylon Racing April 19th , 2008 11:30 sign in

Sherman Lillie, CD

If you are not a pilot your help can be used as timer, caller or pylon judge. Be part of this fun event

Only nine months remain to complete your decathlon events

See Chris Christensen, CD

2008 Decathlon results are posted on the web at www.sracinc.com click on Decathlon

Is Your Combat Plane ready for the season opener on April 27, 2007

See Mike, Maddog, Gullicksen, CD for all of the essential details. He is a willing and enthusiastic guide to the exciting adventure of flying Combat.

SRAC Pylon Racing Results and Reflections (SPRRR)
For March 15, 2008

Another lousy day for racing! This makes 3 Races this season we had to cancel. We had a few dedicated pilots brave the cold wind and rain to get their 2 points for showing up. I tried my best to make it happen but I was pushing the safety envelope to far and was reminded that safety comes first no matter how bad we want to play.

For the Half-A pilots, there was Roy Stubbs, Jerry Neupert, Chris Christensen and Brad, for a total of 4 pilots.

For the Doubler there was Roy Stubbs, Jerry Neupert, Chris Christensen and Brad, for a total of 4 pilots.

And for the Electrics there was Roy Stubbs, Sherman Lillie, Rick Etter, and Jerry Neupert, for a total of 4 pilots.

As for the official's and helpers there was myself and Bill Renfro, thanks again to all for coming showing your enthusiasm for the sport. If it wasn't for this kind of help from all of the volunteers through out the season, we would not have this or any other contest.

Our next race will be Saturday April 19th. Lets pull all of our most positive thinking together and hope for some good weather! The spread of points for all of the classes is so close that if you show up and race you probably will change the whole configuration of winners.

I will be out of town for Aprils race and Jerry Hussey has kindly agreed to take over for me. Lets show him the support he needs by showing up and helping him out in any way possible. Even if you are not a racer you can help in many ways.

Until then, keep flying safe, go fast and turn left, left, left.

Sherman Lillie CD



Mike Gullickson on combat



Conversation at General Meeting



Bob Shayne receives instruction from Sherman Lillie

Decathlon 2008

Through March 2008

Pilot	Loops	Beans	30 min	T & G	Bomb	Rolls	Balloon	15 T&L	Taxi	Duration	Score/Place
B Renfro								Done			
M Menia											
B Jacobsen											
R Horsfall											
B Hedberg											
R Stubbs											
J Swanson											
V Caryl											
R Etter											
S Lillie											
J Neupert											
C Christensen						30		Done			
J Jensen								Done			

Recruiting Alert: Share your shop and model building with fellow SRAC members. Will you host an Open Shop? If you are willing and interested contact Jeff Jensen, jsnmjensen@msn.com or call him at 425 334 1846.

**WHEN YOU FLY AT THE SRAC FIELD
THINK SAFETY FIRST, LAST AND FOREMOST**

Remember that take offs are discretionary; landings are mandatory. A landing that leaves the plane in the same condition that it was when it took off is a good landing.

If in doubt abort the flight. Better to spend a minute making adjustments than hours in the repair shop.

If a safe landing is in doubt, keep the plane in the air until you have control, go around again, and land safely.

Plan where you want the airplane to be before you make the necessary control corrections to get it there. Keep ahead of the airplane. Once a plane gets ahead of the pilot it is often a disaster about to happen.

May all your landings occur the way you plan them. Fly safely and happy landing.

**Thanks,
Your SRAC Safety Officer**