



Officers and Directors

President

Bill Renfro
425 347 6780

Vice Pres/Field Marshall

Jim Swanson
360 629 3511

Secretary

Bill Thompson
206 363 4264

Treasurer

John Pruitt
425 775 1335

Safety Officer

Roy Stubbs
425 774 6309

Chief Instructor

Bill Hedberg
206 849 1060

Director

Sherman Lillie
425 334 8562

Director

Jerry Hussey
425 423 0758

Registrar

Ed Weigelt
206 546 5211

Registrar

Chris Christensen
360 794 5192

Website

www.sracinc.com

August 2007 Calendar

2nd O & D Meeting - Bill Renfor's	7:30 pm
4th Club Breakfast - Buzz Inn Harvey Field	8:00 am
16th Regular Club Meeting - Galaxy Hobby	7:00 pm
19th Duration - Snohomish Model Flying Field	12:00 noon
25th August Fun Fly and Potluck SRAC Field	9:30 am
25th Evergreen State Fair Opens - Monroe	
26th Combat - Snohomish Model Flying Field	12:00 noon

Seen at the Field



Jim Swanson preparing for the maiden flight of his Bud Nosen Trainer. This 1970's era kit has a 102" wingspan and is powered by a Saito 90. This shows how engine technology has improved. The plans called for a .60 2c. Great flight Jim



Don Woods F-14 preparing for its first flight. The F14 on the funway prepaing for takeoff. The successful takeoff was followed by a smooth landing. Looks good Don.





The July Fun fly - Potluck was well attended and a good time was had by all. If you didn't make it to the one in July check the web site for information on the August 25th Fun fly. Contact Roy Stubbs CD for additional information and specific details.

Field Rules Review

If you fly at the SRAC Model Flying Field at least one time per year refer to field rules on page 4 of this newsletter. The field rules state clearly that no one is to fly over the buildings to the north of the field, house and barn. Recent over flies by members has generated heightened concerns for the safety of persons and property by the property owners. The result of this safety concern is that SRAC members and guests radio control airplanes are not to fly beyond the north boundary of the SRAC flying field. The boundary is at the bottom of the blackberry bushes at the north end of the field. Permission to fly beyond that point has been denied by the property owner. No trespassing signs will be posted to assure that members do not go onto this property for any reason including the retrieval of downed aircraft. Failure to comply with this requirement may have repercussions that effect all club members. Your attention and compliance is essential. The O & D will be taking needed actions at their next meeting to further assure property owners of our intent to address their concerns. .

Planning calendar

Evergreen State Fair Monroe August 23 - September 3
Bob Jacobsen Float fly in Lake Goodwin Sept 15
Club Breakfast Buzz Inn September 1

Hi SRAC Members and friends,

Sunday's Duration event was well attended and flown in variable conditions that proved quite turbulent at times. However, there were absolutely no serious incidents, except perhaps for Pete Arrivey losing his vertical stabilizer on landing his F5J ship in heat 4A. Thermals were around but came and went very rapidly. We welcomed six entries from outside the club and in F5J they proceeded to mop up the first three places. Come August we will have to get the SRAC adrenaline flag flying a little higher and give these guys a run for their money.. Ha-has!! In any case we were glad to have them join us and we look forward to seeing them again next month.

In F5J first place was Scott Heller from Burlington. Second place Trevor Moody from SASS (Sorry Trevor! When I checked the scores you got bumped down a place). Third place for the day was Jim Murphy from Burlington. Well don you three! We were launching six or seven airplanes at a time in; man on man competition. Very exciting! Each heat was normalized to the highest score in that heat. So if there was bad air at launch time, everybody got it. Anyway, whether you came first or last in your heat, I believe everyone had a great time. Congratulations, by the way, to Russ Horsfall who using a Fling 2m sailplane achieved his very first max with a valiant 7m 2 secs in the lat round. Hiss timer/caller for that flight, by the way, was my wife Lis. You could do worse and have your wife come out next time and time for you and tell you where to go. They're very good at that!!!

The Excel attachment shows scores for all flight in every heat. I've attempted to cut and paste a summary for those who don't have Excell -- see below -- showing only the total pints and place for the day. In addition I've shown the grand total for June and July and overall place at this time. This should change considerable after the August results as you can drop your worst days score. For many of you this will be zero. SRAC has two more duration events this season – August and September. Be there if you can.

Again, thanks to Bell Renfro's grandson, Travis, who called all the starts and finishes, and recorded and normalized all the scores. Not an easy task!

Pilot	July Score	July Place	Season Total	Season Place
Roy Stubbs	4215	4	9198	1
Rick Etter	4100	5	8982	2
Chris Christensen	2674	10	6980	3
Mike Gullickson	1871	12	4244	7
Trevor Moody	4884	2	6819	4
Pete Arrivey	2011	11	3458	12
Russ Horsfall	2681	9	4035	9
Jon Malmberg	1862	13	1862	13
Scott Heller	4918	1	4918	5
Craig Uridil	4081	6	4081	8
Frank Heasley	3676	8	3676	11
Jerry Neupert	4035	7	4035	9
Jim Murphy	4315	3	4315	8

Open Class Results

Open class was won by none else than our illustrious president, Bill Renfro. He managed one 15 minute max flight in difficult conditions which put the icing on the cake for the day.

Name	June Points	Total June / July	Place
Bill Renfro	1531	3643	1 st
Pete Arrivey	1372	3574	3 rd
Chris Christensen	1041	3614	2 nd

Submitted by Roy Stubbs

SRAC Inc. Field Rules

A. USE OF FIELD

1. Flying is limited to SRAC member's occasional guests. Field guest policy (2.1 – 2.4 below) must be observed.
2. 2.1 Host SRAC member must accompany guest and be present at all times while the guest is flying at the S.M.A.F.
 - 2.2 Guest must be a current AMA open member, present a valid AMA card and be qualified to fly his/her plane solo.
 - 2.3 Host must be dues/fee paying SRAC/SMA member. The Host will be responsible to require the guest to conform to all the flying rules and regulations.
 - 2.4 Guest will not receive flight instruction.
3. No person shall fly unless certified by SRAC instructor. Students must fly with instructors.
4. A SRAC Open Member who is their parent/guardian must accompany junior members (under 18).
5. Spectators are welcome but must remain outside fence unless escorted by a SRAC member.
6. Family members are permitted in pits but must remain behind yellow safety line and well clear of running engines and other hazards.
7. Pets must be under restraint and behind yellow safety lines at all times.

B. RADIO FREQUENCY CONTROL

1. On arrival at the field all transmitters must be placed in impound with antenna collapsed and power off.
2. All transmitters must display a frequency flag. (Channel number)
3. Frequency pin may be obtained by placing AMA card with current SRAC validation in the appropriate slot on the frequency board.
4. Transmitters may be removed from impound only with frequency pin attached and returned there after use.
5. Limit possession of pin to 15 minutes if others are waiting and return pin to board promptly.

C. GROUND OPERATION & PIT AREA

1. No internal combustion engine may be started or run before 9:00 AM. NO EXCEPTIONS
2. All engines must comply with current noise level requirements of 90db. If in doubt, ask for a noise check.
3. No aircraft with a running engine shall be left unattended.
4. Aircraft may not exceed 15 lbs gross weight.
5. Taxiing. NO taxiing in the pit area. Taxiing to the runway from beyond the pit area is permitted only if the pilot boxes are unoccupied. NO Taxiing back to the pit area.
6. No engine restarts or adjustments shall be made on the runway.

D. FLIGHT OPERATIONS

1. Take off and landing must be made on the runway into the prevailing wind.
2. Hand launches must be upwind of the upwind pilot box and within ten feet of the runway. The hand launch must be announced to any pilot in the pilot box.
3. All flying must be west of the extended line of the runway. **No flying is permitted over the buildings north of the field.**
4. There shall be no more than four (4) models in the air at any one time.
5. All pilots shall fly from the pilot boxes only. Only pilots, instructors and callers are allowed beyond the pit area during flight operations.
6. All take off and landings shall be announced to other pilots. Landing aircraft have the right of way.
7. When an engine goes dead in flight the pilot shall clearly announce "DEAD STICK" and shall then have right of way over all others.
8. In-flight malfunction of the model shall be clearly announced to other pilots.
9. Any person wanting to intrude onto the runway shall obtain the permission of the pilots flying, before doing so.