



Officers and Directors

President

Burt West
425 238 0880

Vice President

Dave Pitkin
425 327 9458

Secretary

Bill Thompson
206 363 4264

Treasurer

Marty Menia
425 418 8692

Safety Officer

Dave Pitkin
425 327 9458

Chief Instructor

Keith Krasnowski
425 742 4258

Director

Roy Stubbs
425 774 6309

Director

Jerry Hussey
425 423 0758

Director/Registrar

Bill Renfro
425 347 6780

Director/Registrar

Chris Christensen
425 501 1779

Director/Field Marshall

Jim Swanson
360 629 3511

Website

www.sracinc.com

September 2011 Calendar

1st	- O & D Bill Renfro's	7:30 pm
3rd	- Club Breakfast-Buzz Inn Harvey Field	8:00 am
10th	- F5J / Duration	10:30 am
15th	- Club Meeting Galaxy Hobby Lynnwood	7:00 pm
17th	- Jacobsen Float Fly Lake Goodwin	9:00 am
25th	- Combat	11:30 am

Vote on By-Laws change scheduled for September Meeting

ARTICLE 3.

Directors of the Club shall serve for a term of three (3) years. Three Directors shall be elected to the Board of Directors each year. Directors are to be elected at the regular Club meeting (third Thursday) of **September** by a simple majority of those present at that meeting. Those members not able to attend the meeting may vote by mail subject to the following; their vote must be for a person nominated at the regular **August** meeting and (2) the mail must be sent to the Club President or Secretary and arrive prior to the meeting. It will be the responsibility of the member voting to see that the vote arrives on time. Properly submitted mail-in votes will be counted as though the person voting was present at the meeting.

Nomination to the Board of Directors shall be made at the **August** Club meeting. Additional nominations may be made at the **September** meeting prior to voting, but any such nominations may not be voted on by mail. A secret ballot is required for elections and for removal of a member of the Board of Directors unless waived by a simple majority vote of the members present at the meeting.

Change recommended: Director nominations be changed from the August to September Club meeting and final vote be changed from the September to the October meeting.

Article 3 would read: **Directors are to be elected at the regular Club meeting (third Thursday) of **October** by a simple majority of those present at that meeting. ...Nomination to the Board of Directors shall be made at the **September** Club meeting. Additional nominations may be made at the **October** meeting prior to voting, but any such nominations may not be voted on by mail.**

ARTICLE 10: AMENDMENTS 1. Amendments may be made to these bylaws at any general meeting of the club membership, provided that the text of such amendment shall have been presented in writing at the previous month's membership meeting, and subsequently published in the newsletter. Amendments shall be approved by no less than a two-third (2/3)-majority vote of the members present, at the regular membership meeting designated by notice for such vote. Mail-in votes will be counted provided they are received by the club President or Secretary prior to the meeting. It shall be the club members' responsibility to see that the mail-in vote is received in a timely manner and contains the members identity and clear information as to his/her vote on the amendment. These votes will be counted as if the member were present at the meeting.

Safety Officer Appointed

Dave Pitkin has accepted the position of SRAC safety officer. This position is of ever increasing importance as we make every effort possible to provide the most favorable flying site possible. Faced with the current social and legal environment along with the FAA 's issues the O & D has discussed the safety issues at the field in depth. It is very apparent that the vast majority of members put safety above all else while flying their aircraft. Occasionally an unforeseen event (electronic, mechanical or pilot error) occurs) that causes the aircraft to be out of control. This may pose an immediate safety concern to people and/or property. It is the assignment of the safety officer to work with all members to develop policies and procedures to prevent ,if possible, such incidents from occurring. When they do occur it is the safety officer responsibility with the assistance of the pilot and any witnesses to investigate the cause and effect of the occurrence in an effort to prevent such future incidents.

The safety officer will make regular reports to the membership concerning current and ongoing safety issues.

He has been authorized to require a written report from the pilot and witnesses in the event of an incident that may have posed a legal or safety threat.

It is the responsibility of all members to help one another's awareness of a potential safety concern. If you see something occur at the field that you may see as a risk, tell the fellow member what you saw. Even the most experienced and qualified pilots make mistakes and appreciate being reminded of a safety concern. Information on a safety issue is not criticism! A case in point is the occasion of landing an airplane in the infield while a pilot is in the box. The infield is an inappropriate landing area.

An ongoing challenge and responsibility of all SRAC members is maintenance of the boundary on the north end of the flying field. Occasionally a plane strays into this air-space. Every effort possible must be exercised to avoid this event from occurring. Should an event occur and a simultaneous loss of control cause a crash into the neighboring property it is the expectation that the following procedure will be followed.

1. Discuss situation with any and all witnesses flying at the time,
2. Call the cell phone number of the property owner, Mr. Ojalehto, 425 428 7519 and explain what has occurred. Do not go onto the property or expect the plane to be returned immediately. The property owner prefers that we deal directly with him rather than with his wife or children.
3. Contact the club safety officer or the club president
4. Prepare a written report
5. Support fellow members with accurate descriptions and unbiased reports. We can only improve if we work with correct details.

August 2011 Combat Report

We were a little short of pilots for our August meet; however, the sky was clear and the weather was obliging. There were 4 pilots for 12th Scale and the same for Open Class.

In scale there were 10 cuts for 4 pilots, but 2 didn't count because Van Caryl flew over the foul-line and lost all his points for the round. Yours truly managed 2 cuts giving me enough points to come in 1st for the day. Scott Flickinger recorded 3 cuts but lost his whole streamer for all 3 rounds, giving him a 2nd place finish for the day Gary Flickinger also managed 2 cuts and finished 3rd.

For Scale there were no midairs or crashes and a little note that in the 3rd round, no one came back with any streamer.

In Open Class we had two minor bump and grinds and both involved Rick Etter, who managed 2 cuts and recorded points enough for 1st place for the day. Van gave us a hat trick with a cut in each heat, but lost most of his streamers for the rounds, giving him a 2nd place finish for the day. Gary's muffler malfunctioned in heat one forcing him to land when the engine quit. Scott's two cuts in the second heat cost him an early landing when some of a streamer got caught in the venturi. The 2nd heat caught Gary with engine trouble when it wouldn't start. He did get it launched in time to get points, but finished 4th for the day. Scott had streamer trouble the same as Van, proving that keeping your streamer is very important in keeping your point count high.

Again, it was a great day for combat and all pilots managed to stay alive to fight again next month. So, till then, watch your 6 and never fly straight.

The General, Bill Renfro, CD

Scores 12th Scale:

Place	Pilot	Points
1 st	Van Caryl	1280
2 nd	Scott Flickinger	1076
3 rd	Bill Renfro	1060
4 th	Keith Krasnowski	960
5 th	Gary Flickinger	906
6 th	Chris Christensen	440
7 th	Bob Jacobsen	340
8 th	Dave Pitkin	0

Scores Open Class:

1 st	Van Caryl	1562
2 nd	Gary Flickinger	1533
3 rd	Scott Flickinger	1216
4 th	Rick Etter	1080
5 th	Chris Christensen	586
6 th	Dave Pitkin	550

4th Sunday of August at SRAC Field



Is the Mustang ready



... for the Messerschmitt ?



Is this a combat plane? You needed to be there to know the whole story... try combat, you might like it..



Perhaps not next month, but it will fly again!



Duration Report for August 20th 2011

Rick Etter wins F5J for the day with his beautiful 2.4 Electron

Russ Horsfall - nobly aided by Bill Renfro- made his first 7 minute flight with his new Radian.

Well at last we had decent weather for our 2011 Duration Contest season. With temperatures in the eighties and clear blue skies, what more could we ask for – well maybe a few more clouds so that we could better see our airplanes. Like farmers we pilots are never completely satisfied.

The turnout was very good but this time we were seriously short of spotters and timers. Some of our fair helpers – Bill Renfro too – had to time for two pilots at the same time. Not a completely satisfactory situation for precision landings.

It was great to see young Patrick Woolfenden competing again with his F5J converted hand launch Fireworks 4.2E; though this time he did not clean our clocks managing to find more than his fair share of sink. Too bad Patrick; come and see us again at your next school break and join us for pylon racing.

Motor runs for F5J was limited to 30 seconds including Radians. This worked well and is more in line with the rest of the F5J community – including SASS - and will be used for all future contests.

In Open Duration Jerry Neupert reined supreme managing two 15 minute maxes. Bill Renfro also had one of his rare 15 minute maxes. Way to go Bill!!

All in all a great day with just a few incidents: both Jerry Neupert and Bob Jacobsen managed to knock their spinner prop assemblies back in over exuberant landings. Jerry did not catch the problem and suffered a big fat zero in round two with a no start. Bob learning a lesson from Jerry fixed the problem before the next round. Alastair Jeschke did not have a good day and in round three mistakenly turned off his transmitter while waiting to retrieve his Radian. The motor then proceeded to churn over in the grass chopping up the prop and burning out the motor. Lessons learned here.

Thanks to all for the great turnout and particularly to Laurie Jacobsen for stepping into the Contest Leader role in the absence of Jan Neupert, and not taking any flak from the CD. Thanks again Laurie!!

Keep looking up,
Roy Stubbs Duration CD

Duration/ F5J season ends with the last event in September.

Pylon Racing begins in October ... it is time to get ready to shift gears for the start of another season of fast and friendly competition.

SRAC OPEN DURATION CONTEST 2011 SUMMARY

NAME	Pos	Club	Airplane	Freq	May	June	July	Aug	Sept	Total	Adj. Total
Jerry Neupert	First	SR/SA	Gentle Lady	21	2583	50	50	2171		4854	4854
Bill Renfro	Second	SRAC	Aspire	2.4	2174	50	50	1967		4241	4241
Steve Arrivey	Third	SRAC	Playboy	35	1904	0				1904	1904
Chris Chrisensen		SRAC	Own Design	2.4	0	0	0	0			

SRAC F5J DURATION CONTEST 2011 SUMMARY

NAME	Position	Club	Airplane	Freq	May	June	July	Aug	Sept	Total	Adj Total
Ben Walzer	Seventh	SRAC	Ascent	2.4	4202	0	50	0		4252	4252
Rick Etter	Fifth	SRAC	Electron	2.4	4651	50	50	4773		9524	9524
Alastair Jeschke	Fourth	SRAC	Electron	2.4	4847	50	50	1133		6080	6080
Bob Jacobsen	Sixth	SRAC	Renee	2.4	4425	0	0	4490		8915	8915
Jerry Neupert	First	SR/SA	Hyper 2.3	21	5000	50	50	3669		8769	8769
Dave Pitkin	Third	SRAC	Radian	2.4	4917	50	50			8541	8541
Roy Stubbs	Second	SR/SA	Pulsar/Allegro	39	4981	50	50	4514		9595	9595
Russ Horsefall	Ninth	SRAC	Renee	2.4		50	50	3308		3408	3408
Patrick Woolfenden	Eighth	SRAC	Fireworks 4.2E	59			50	3677		3727	3727
Daniel Prothro	Tenth	SASS	Omega	45			50	0		50	50

Please read and sign below. This page must be included with your application.

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 S.R.A.C.
- 2.2 Guest must be a current AMA open member, present a valid AMA card and fly his/her plane solo.
- 2.3 Host must be dues/fee paying SRAC/AMA member. Host is responsible to require the quest to conform to all flying rules and club regulations.
- 2.4 Guest will not receive flight instruction.
3. No person shall fly solo unless certified by SRAC instructor. Students must fly with instructors.
4. SRAC Open Member parent/guardian must accompany Junior Members (under 18).
5. Spectators are welcome but must remain outside the airfield fence unless escorted by a SRAC member.
6. Family members are permitted in pits but must remain behind the yellow safety line and clear of all hazards, including running engines.
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 pins 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 an attached frequency pin. Transmitters must be returned immediately after use.
5. Limit possession of pin to 15 minutes when others are waiting to fly. Promptly return the pin to board promptly.

C. GROUND OPERATION & PIT AREA

1. No internal combustion engines 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. No taxiing in the pit area. Taxiing to the runway from beyond the pit area is permitted only if the pilot boxes are unoccupied. Taxiing back to the pit area is NOT PERMITTED.
6. No engine restarts or adjusts shall be made on the runway.

D. FLIGHT OPERATIONS

1. Take off and landing must be made into the prevailing wind on or on the far side (west) of the runway.
2. Hand launches must be upwind of the upwind end of the pilot box and within ten feet of the runway. Hand launches must be announced to pilots in the pilot box.
3. All flying must be west of the extended line of the runway. No flying is permitted over the property & buildings north of the field. Failure to observe this rule may result in loss of flight privileges.
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 other aircraft.
8. In-flight malfunction of a model shall be clearly announced to other pilots in the flight box.
9. Before doing so, any person needing to enter the runway, will obtain permission of pilots in the pilot box

E. OTHER

1. Additional rules may be posted at the field by club Directors & Officers to promote safe operations.
2. Portions of the above rules may be suspended temporarily during a contest or other event under the control of a Contest Director.
3. For the duration of special events/contests, the field will be closed to nonevent flight.
4. Such closure will be clearly posted.
5. Failure to comply with SRAC rules or AMA Safety Codes may result in suspension or termination of field/flying privileges.

Signature	Date	Spouse/Junior/Youth Signature	Date
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Revised August 2006. Edited 2010. Supersedes all previous SRAC Inc. Field Rules

Updated 4/14/2011