

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

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www.rcflyersunlimited.com

Current News

The upcoming T34 pylon races are scheduled for May 30th 31st, 2015. There will be lunch served on both days of the races. We need 15 volunteers to help. This will include setup, help with the races itself, and people to help with the lunch. Please contact Dan Peterson at 209-338-7345 or petersondan@hotmail.com.

The club is enforcing flyers to have their membership card and AMA card in view on their persons. We have plastic holders with clips for members that want them.

The glider event was held on May 2nd, Saturday at the field. All of the flyers really liked our field with its wide open area and paved field. They have expressed interest in coming back again.

We are getting ideas to have the field repaved. It has been over 20 years and the pavement looks pretty bad. A committee was appointed to look at various options. These options, and decisions are from the committee as seen below:

RCFU Flying Field Pavement Rehabilitation May 2015

Committee: Gregg Bixel, Steve Mesker, Dave Vickers

Issue:

The existing seal coat is flaking off the runway and apron. The runway has a significant amount of large and small shrinkage cracks.

Investigation:

Met with two specialized Contractors at the field on April 9, 2015.

Surface Treatment: Valley Slurry (George Reed) – Ken Weiss

Remove / Repave: GHI – Seth Burford

Options:

1. Do Nothing

This option only downgrades our premier facility and will soon render it useless for our purpose. No immediate flying field downtime.

2. Sweep / Seal Cracks

Using an industrial power broom or street sweeper would remove most of the remaining seal coat. Applying additional crack seal material as we have in the past would stall the inevitable need for a more serious treatment by only a few years. Flying field would be closed for a day or two for each of the coming years...

3. Fiberized Micro Surfacing

This is the most effective treatment which would offer a 10 to 15 year service life. The proposal would resurface all of the existing asphalt surfaces. The issue would be the ability of the product to close the large shrinkage cracks. The three lines which run the length of the runway would be restriped as would the two X markings. Flying field would be closed for a short time one day for weed remove, then a full day for application of the fiberized micro surfacing.

4. Remove existing runway and replace
This is the most expensive treatment would grind the existing runway and reuse it as base for 1.5 inches of asphalt. The edges would be tapered back into the remaining asphalt. This option would offer a 15 to 20 year service life. The three line which run the length of the runway would be restriped as would the two X markings. The flying field could be closed for a week or more.

Financial:

Option 1: Do Nothing, costs nothing.

Option 2: Sweep and Seal Cracks, \$2,000 to \$3,000 over the next five years.

Option 3: Fiberized Micro Surfacing, \$40,000 to \$45,000 (with contingency).

Option 4: Remove and Replace, \$80,000 to \$85,000 (with contingency).

Recommendation: Option 3.

Respectfully Submitted,
Gregg Bixel, Steve Mesker, Dave Vickers

As seen in the above letter, there are very compelling reasons for choosing Option 3. The field is 20 years old and to do nothing or just put a slurry on the surface is doing nothing to preserve the asphalt pavement. If we do Option 1 or Option 2, we will be doing Option 4 within a very short time. We will be further discussing this issue at the June club meeting. Please attend the meeting and make your voice heard, because this may be a financial burden on all members of the club.

PILOTS CORNER

ATC

The radio conversations between pilots and air traffic controllers can create quite a bit of laughing, confusion and misunderstanding.

Say again....

Questions via the radio should not always be answered exactly.

Tower: Aircraft in holding pattern, say fuelstate?

Aircraft: Fuelstate

Tower: Say again?

Aircraft: Again....

After this the tower controller switches off his radio and climbs down the stairs to drink coffee the rest of the afternoon.

And the Big Hand Is On the...

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

turbulence on taxiway!

For months after California's Northridge earthquake of 1994, aftershocks rocked the San Fernando Valley and Van Nuys Airport. One morning about three weeks after the initial quake there was a particularly sharp aftershock.

Moments later on Van Nuys' ground control frequency: "Uh, four-three-kilo would like to file a pilot report for moderate turbulence on the east taxiway..."

ATIS Hotel

"ATIS" stands for "Automated Terminal Information Service," which is a recorded message broadcast at most busy airports around the country. ATIS gives pilots the current wind, air traffic, and runway information and each time the information changes, the broadcast is revised, with each revision being assigned the next letter in the phonetic alphabet. This designation is included in the broadcast, which is identified as, "Information Alpha..." Bravo, Charlie, etc.

At ATIS-equipped airports, pilots are required to listen to the recording prior to contacting Approach Control or the tower and must repeat the "Information so-and-so" identifier when they make their initial radio call. Sometimes, the results can be hilarious...

The scenario: it was night over Las Vegas and "Information Hotel" was current on the ATIS. Mooney 33W wasn't too sharp, but he didn't let that stop him from talking to Approach Control.

Approach: "33W, confirm you have 'Hotel.'"

33W: "Uhhhhmm, we're flying into McCarren International. Uhhhhmm, we don't have a hotel room yet."

After that, Approach was laughing too hard to respond. The next several calls went something like this call to United 583 (which didn't make it any easier to stop laughing)...

Approach: "United 583, descend to Flight Level 220."

United 583: "United 583, down to Flight Level 220. We don't have a hotel room, either."

Now That We've Got That Straight...

Tower: "November 2115L, are you a Cessna?"
 2115L: "No, sir...I am a male Hispanic."

Some People Just Never Listen

ATC to Flight 123: "Slow to 300 knots please." After several moments, it was apparent the crew had not complied with the first speed reduction and was overtaking the inbound plane ahead of them.

ATC to Flight 123: "Slow to 280 knots." This was soon followed by a request for 250 knots from ATC when the crew still had not slowed the airplane.

Finally, the now-frustrated controller ordered, "Gentlemen, the number is 250. Either slow to it or turn to it!"

final; reduce speed to 130 knots."

AF1733: "Rog-O, Frankfurt. We're bringin' this big bird back to one-hundred and thirty knots fur ya."

Tower (a few minutes later): "AF33, helicopter traffic at 90 knots now one-and-a-half miles ahead of you; reduce speed further to 110 knots."

AF1733: "AF thirty-three reinin' this here bird back further to 110 knots"

Tower: "AF33, you are three miles to touchdown, helicopter traffic now one mile ahead of you; reduce speed to 90 knots"

AF1733 (sounding a little miffed): "Sir, do you know what the stall speed of this here C-130 is?!"

Tower (without the slightest hesitation): "No, but if you ask your co-pilot, he can probably tell you."

how slow can you go?

It seems that it was a very busy day and a "good ol' boy" American (Texas-sounding) AF C-130 reserve pilot was in the instrument pattern for landing at Rhein-Main. The conversation went something like this...

Tower: "AF1733, You're on an eight mile final for 27R. You have a UH-1 three miles ahead of you on

Cash Flow Report

Income		Expenses	
Club Revenue (including initiation fees, field assessment fees, Donations, and Events)	\$550.00	Newsletter Air Racing Supplies Misc Ex- penses State Corp. fees	\$98.00 \$335.25 \$19.00 \$20.00
Totals	\$550.00		\$472.25

Last Month's Total	\$6,623.06
Income	\$550.00
Expenses	(\$472.25)
Balance	\$6,700.81

**The June Club meeting is scheduled for:
 Wednesday, June 10, 2015 at 7:00 pm
 at Casa De Modesto, 1745 Eldena Way, Modesto**