

Largo and Clearwater Parade

The club entered a float in the Largo and Clearwater Parades this year and it turned out to be a great success. The Largo parade was a day parade with about 100 units of which we were number 5. The Clearwater parade was a night parade and we were number 99 of maybe 110 units, it started at 7 PM in the evening and was quite cold but Ed and Ron stayed warm in the truck pulling the float. We had to put lights on it so the planes could be seen at night and it worked out well, had the generator with us just in case, used a battery and inverter and still had power at the end of the parade. Looking forward to next year and maybe a different type float?

Sid Donoghue followed in the Largo parade in his decorated van with a bi-plane on top it looked very nice, **good job Sid**



Inside this issue:

New Members	2
Special Request	2
Ed Says	2
Doc Austin's Spin	3
Mall Show	4

Special points of interest:

- Ed Says
- Mall Show
- New Members

Merry Christmas and a Happy New Year

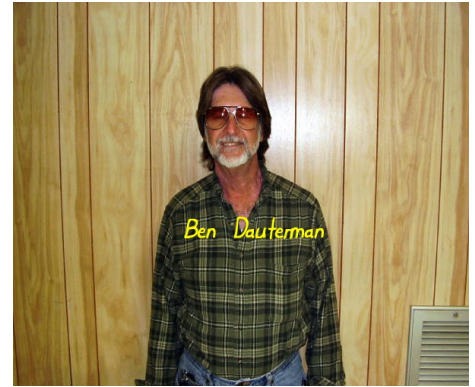
The officers of the Largo Flying Club wish you all a very Merry Christmas and a happy and successful New Year. We also hope you received all

your wishes for Xmas like new planes and simulators, etc. Good flying for the new year and we hope to see you at the field soon. Don

Piotter, Pres., Rich Zagaglia, VPres., Ron Melick, Sec. and Gene Henry, Treas.

New Members for December

We have 2 new members who have joined the club this month. Gene White who for years was with Sparks and has been away from the sport for several years now brings out some very old planes, Good luck Gene. We also have a friend of Austin's, Ben Dauterman who is new to the sport and is catching on quite nicely, Good luck in your new adventure!



Ed Says

Ed. says this month words of wisdom for the month of January are a strong and gratifying, **Thank You**. Thank you all for a great year.

This club has many things to be proud of this year. We have had great flying sessions at the field almost every day. We have had great and tremendous Fun Fly's under our famous contest director Rich Zaggia. Most of all we have had little if any missteps at the field.

A big thank you goes out to Don Pioter our president for leading our club to greatness. Thank you to Rich Zaggia as Vice president for all the

meeting raffles and guidance he has given us throughout the year. Thank you to Ron Melick for being a great secretary and keeping detail minutes of all our events and meetings. Thank you to Gene Henry for keeping our finances in tip top shape and for taking over the job of newsletter editor after our last editor Felix passed away. Of course we must thank our board of directors for keeping our club on the straight and narrow. Let's us not forget our safety officer John Corrao, who tries very hard to keep us in observing all the safety rules.

All together we met and exceeded all our goals, because we have the

greatest dedicated group of individuals to meet the challenges of defying the law of gravity. The building skills and the flying skills of this group of people are the absolutely best.

So all I have to say is let us keep up the great work and make the coming new year even more great and enjoyable. So let me be the first to wish you all a happy and great new year.

Ed Rouisse, Chief Flight Instructor

Editors Note: And we **Thank You** Ed for all of your time and effort in training our new students to become pilots and continue our sport in aviation

Special Request

The Club is in need of a news letter editor, anyone interested in the position please contact Gene Henry. Hey it's your news and it needs to be done monthly so that everyone keeps informed of what is happening in the club and when something needs to be aired it can be? You can make it fun an add something to the club. It only takes a computer and we only mail a few copies to those who don't have computers and e-mail it to the webmaster to be put on our web site. Give me a call and I will give you the particulars. Gene 727-586-4200

Doc Austin's Spin

We've got a really nice field. It's got a few rough edges, but they aren't so bad compared to how much charm the place has. Sure, the runways could be smoother, but it sure beats grass, or worse, dirt. There could be less things sticking up to hit, but how many guys can say they left a shadow on a banana tree at the bottom of an outside loop?

And we've got restricted airspace, but.....uhhhhh, wait.....I can't come up with a positive for that one.

Compared to most clubs, we're flying in a little bullring of a field. We're bordered by a trailer park to the south, where we aren't supposed to be flying anyway because it's behind the zero line, and we've got woods to the north, which is so far out there that most of us can't see the planes at that distance. The same goes for the power lines to the east, because if you are out that far you're nodded off to sleep.

So, we don't really have much of a problem until we go to the west, and that problem is a bad nightmare. We've got a nice little subdivision over there, right outside of the landing approach from the west, which is the one we use the most. For a long time we've inadvertently let the planes wander over there trying to slow them down in time to make the runway, and we've been really lucky there have been so few problems.

And it's closer than you think. I was back there awhile ago talking to one of the neighbors, and there were several planes that flew right over us. The neighbor told me it had been going on most of the week, and, granted, there was a really bad wind coming from the east.....but that's no excuse. Sure, the wind was a contributing factor, but if we check either our frequency flags or the wind sock, we already know the wind is there when we take off. The houses have been there longer than us, and we've always known to stay away from them.

I think a lot of guys who get over the houses just don't realize that they are that close. Next time you come in the gate, make a mental note of how far the gate is from the runway. When you're out there flying, it sure looks a lot further to the gate, doesn't it? When you are looking up and flying the plane, all your visual references change. That's why some guys will biff the big palm tree (and personally I've smacked the #1 pylon more than once) and swear they were nowhere close to it. The distance to the houses is just as deceptive. Generally, our depth perception stinks.

For now, there are no good answers other than to pay attention to the boundaries and make a

bigger effort to stay inside them. Most of those boundaries aren't a problem, except the houses are just sitting there all pretty and begging to get popped. We know the problem is there, so it's up to us to stay away from them.

Now, I'm not trying to be all preachy and all, because I've gotten over there a time or two. I recently bought a big ole slimy nitro plane, and I've really got to pay attention to the boundaries when I fly it. When I was flying the old AMA pattern, one of the maneuvers was three consecutive axial rolls in five seconds, centered in front of the judges (or in front of yourself if you're standing next to the judges). Here's the rub..... standing in the east/west middle of the runway, you can barely do it and not get over the houses. Another maneuver was the five second slow roll, and with that one it's also tough to keep it on this side of the river. I'll so much as admit that if I haven't been over the houses a time or to, it's been really darn close to it.

Recently we've tightened up the boundaries to the west a little bit. It would be nice to have more room, but it just isn't there to give. If we tighten up the boundaries any more, it will be hard to get turned inside them and still have enough time to line the plane up on the runway and get it slowed down. OK, it can be done, and it's not that bad, but we don't have a club full of Unique Somnizinis. We've got some guys who never have a problem, but we've also got some new guys, and we've got some guys who are getting better, but this is a tough little field to fly a nitro plane out of and still stay inside the boundaries. For the average guy, this is no easy place to fly.

My observation is that most of us use the position of our own bodies as a reference point. I like for all my maneuvers to be centered right in front of me, just like I practiced and competed for years. I like for the plane to touch down right in front of me. If I'm standing at the west end of the runway, there isn't much room to do big maneuvers or scrub off speed between the west boundary and myself when I'm coming in to land.

Recently, I've moved to the most eastern pilot station, and I can turn inside the banana tree and still have to use the power to bring it to me. I've still got plenty of room to roll out before the end of the runway too. I can also get my three rolls in and not feel like I'm running out of room. It isn't much space.....maybe I've moved only 100 feet or so, but that gives me

100 more feet to the boundaries, and most importantly, those houses.

Personally, I'd like to see the directors appoint a committee to look into what changes we can make so flying over the houses are a little less likely. This will be a lot more productive than having a big free-for-all at the next meeting. We have members with years and years of experience, and even some new members who have good ideas.

The alternative is to keep doing what we've been doing until someone hits the house of someone less co-operative than the last neighbors, and then we could be looking around for a new piece of land.

It's *that* serious.

Think about it and support our club officers when they move to make our field safer and more secure. .

Austin Brammer
Asst. Safety Officer



Largo Flying Club

Largo Flying Club, Inc.

Largo Flying Club, Inc.
1801 Lady Mary Dr S.
Clearwater, Florida 33756-1735

Phone: 727-586-4200
E-mail kite6365@verizon.net

Were on the Web
www.largoflyingclub.com

• **COME FLY WITH US**

Spring Mall Show?????

The Largo Flying Club is 10 years old and growing, always looking for new members. The purpose of the club shall be to provide leadership in the modeling community and to promote safety in modeling as a hobby/sport: to give flying instruction, to help juniors and seniors in the hobby sport of model aircraft; to provide and maintain an adequate flying site for radio-controlled model aircraft. For further information contact our President Don Piotter, 727-588-1302



We are presently working on having a mall show this spring in the Seminole Mall. This is going to take a lot of effort on all or our members, we will be setting up on a Friday night after the mall closes and be ready when the mall opens on Saturday. So we will need a schedule for members to man the booth on Saturday and Sunday during open hours, also to setup and tare down on Sunday. If anyone has any ideas as to what, where and how please let one of the officers know what you can do to help out during this time. We will keep you posted as to when it will be. If we get real energetic maybe we could build a trainer from a kit for the club over the weekend while we are in the mall?????? **Just an idea.**