



ON FINAL

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A Publication for Mad River Flying Assoc.

AMA Charter # 3536 Urbana, Oh.

Since 1993

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Inside this issue:

Swap Shop Info

Send info to the editor by
20th of each month for posting



Hello fellow MRFA members:

Elections are here. Ballots will be presented at the meeting this Sunday Nov. 14th @ 6pm LOCATION: LaPalma Mexican Restaurant, 1629 E Rt 29

Last month I commented on safety and this month we have an article written by a member for all to read and share. See you at the meeting.

OLD BAD HABITS.....

It was the maiden flight of the Vector Flight Extra 300s. It was a beautiful Sunday afternoon with bright sunny skies and very little wind. I got the plane out and set it on the ground. After about 30 minutes of club members checking it out, we begin to fine tune the engine and complete the final adjustments for the throws on the control surfaces. After it was determined that the plane was ready for flight, we fired up the engine and set the plane on the runway. As I advanced the throttle, the plane moved very quickly and with very little elevator input, it lifted off the ground very smoothly. With minimal amount of adjust to the ailerons and the elevator she was flying smooth and straight as an arrow. I made a few passes and then begin to do a few rolls and loops as well as inverted flight, just to see how the plane would react.

Man... AWESOME! is the only word to describe this plane and its maiden flight. Inverted flight was hands off with it flying straight and level. I was about to bring the plane in for some minor radio adjustments when OH NO! WHAT WAS THAT? The plane snapped to the right, I quickly pulled the throttle back and the throttle started to surge, then the plane snapped again, again and again until finally it met it's doom.

I was heart broke, mad and any other negative feeling that a person could experience. Some good friends of mine and I got in the truck to go gather up the remains.

So why tell you all this? For about 5 years now we knew who had what channels and never really worried about radio impound and or frequency pin control due to the number of active flyers. Our club has many new people as well as an increased number of active flyers this year. Instructors have been doing training almost every night of the week. The trainer airplane is (was) on the same channel as I am and the trainer went to get the pin to do a training session. Guess what? The pin was available, so the trainer proceeded; as he should, (this all took place while I was flying). I am sure you can guess what happened next.

Continued on the next page....

NEXT MEETING: Sun. Nov. 14th 6pm

Location: Former Millner's Restaurant now "La Palma"

Old Habits continued from page one

OLD BAD HABITS MUST CHANGE for the safety of our club members, guest and neighbors as well as the survival of your aircraft.

Never assume that you are the only one on a particular frequency. You **MUST**

ALWAYS retrieve your frequency pin prior to even turning on your transmitter. Let us all (me) take this as a wake up call to practice **SAFETY** to the highest level possible.

Don Thurman

Keep Flying

Thanks for the input Don. It is sad that sometimes we all have to learn from a terrible mistake like this. I am hoping that as all of you elect a new safety officer this Sunday, that you heed his advice in the coming season and know that it may not be directed to you personally, but only as a safety measure for all of us.

We will be meeting with the Friends of Flight group to discuss how the season went and make plans for next years events schedule in the coming weeks. Another item on our agenda should be dates for next year.

Burn fuel, try new things and learn all you can.....