



HCRCC - AT THE FLYING FIELD LATE OCTOBER

Sandwiched between the frequent autumn rains, we are experiencing some absolutely wonderful flying weather at the RC field. And, lots of other things are happening these days within the club. Nomination of officers, 2010 club & AMA membership renewals, an awesome club web-site, the Christmas Party and, of course, Georgia in the fall! I'll look for you at the field..... JRM



E.J. Marshall was seen mothering his new PT-19 equipped with an XYZ-26 gas engine. In that "prior to first flight" status, E.J. was using his time wisely, working out all the possible gremlins while gathering his nerves prior to launch.



This T-6 commands everyone's attention, even while on the table prior to flight. Vic Echevarria is justifiably proud of this beauty and soon after demonstrated that it flies as good as it looks. Sooooooo smooth in the air. Nice going Vic!



Jim Brooks saw this sail plane launching rig in a recent model airplane magazine and just had to make one for himself. It is presently being refined for his use at the flying field.



New member, Ernie Williams gets some personal attention from Vic and it resulted in some quality stick time for Ernie. His trainer type A/C performed well so Ernie was happy.

This week during the Geezer Fun Fly, a henry County maintenance vehicle drove down next to the methane gas wellhead at the north end of the runway and the driver began some work activity on the wellhead. We discontinued flight operations and I walked over to the gent with the truck and explained that for safety considerations, we would not resume flight operations until he finished his work and cleared the area. He explained that on a regular interval the state requires that wellhead methane concentration be measured and recorded. I told him that recently some of us had arrived early enough to witness the burn off operation and it appeared that the flame was six to eight feet high. He said that this is quite possible as the methane concentration reading at the wellhead at the end of the runway was reading 60% by volume today. He said that the burn off unit is powered by a solar powered generator which provides a constant spark in the gas discharge unit and thus the visible flame burn off activity. He said that the installed system was working as designed, drawing the methane gas from the underground areas and burning it off at the discharge collection assembly. We all need to realize that a great amount of combustible methane gas is being generated beneath the flying field, observe the No Smoking regulation and discontinue flight operations when maintenance is being performed on any part of the flying field. JRM