

instructor that you can fly safely before you will be allowed to start flying again.

**Health and Welfare:** Gary Sparks's wife has passed away. We are all sorry to hear this and we will keep you in our prayers.

**Announcements:** Mike McCann announced that the SAM club was having a fun-fly on Sunday 23, 2010. Landing fee is \$5:00.

□The trailer will be painted this weekend. Gatehouse will also have some upkeep work.

□Notice to Delinquent club members. There is a \$5.00 per month late fee for dues.

□We say goodbye to Al Therkelsen. He is moving east.

□Tim Tontant is now added to the flight instruction team.

√ Our 4<sup>th</sup> of July night fly and BBQ will be on Sunday, July 4<sup>th</sup>. Please bring a side dish.

**Adjournment:** Meeting adjourned about 8:50 PM.

Minutes submitted by Mike McCann.



**"THIRTY-FIVE SECONDS AGO  
I VALUED YOUR ADVICE"**

## TRCC Board Members

Bill Barnitz, President, 574-9085  
 Paul Kaylor, Vice President, 298-3556  
 Al Nielsen, Membership Chairman, 721-4520  
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 Mike McCann, Secretary, 886-1192  
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TRCC Barnstormers Show Team Manager, Al Mosher, 885-8874

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**Instructor Pilots**  
 Al Mosher - 885-8874

Roy Iley, 790-5890  
 Chuck Brooks - 237-9468

*Editor's note: Received the following email/article from good friend Marvin Hinton, editor for the Central Arizona Modelers of Sedona Arizona.*

**From:** Marvin Hinton

**Sent:** Thursday, April 29, 2010 9:13 AM

**To:** Chuck Brooks

**Subject:** That hurt!

HERE IS A TRAGIC ACCIDENT REPORT FROM MY FRIEND IN OREGON. HE IS AN EXCELLENT PILOT AND HAS BEEN FLYING MODELS FOR YEARS. IT COULD HAPPEN TO ANY OF US. SAFETY IS STILL EVERYONE'S PRIME CONCERN.

MARV

It was time. I had spent the morning shooting the breeze and putting my airplane together; now it was time to fly.

I was down on my knees and doing the Choke the Engine thing. It popped and it was "choke off". It started and after a little warm up I remembered I was going to lean the idle a bit. I closed the throttle and hit the kill switch. It was hard to see into the front of the engine because of the screen I always put in the cowl openings.

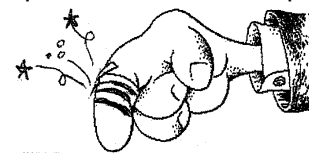
Now at this field they use in-ground sockets as plane holders. You just put a steel post with a foam bumper into the sockets. These go in front of the stab to hold the plane.

I couldn't see well so I picked up the plane and turned it into the sun. Now I could see to adjust. Now here is where things went bad. I merely finished my adjustment and started the engine. That sweet thing started first flip.

Now this is a 4.8 cu.in. twin Brison swinging a 24 X 10 prop. If this is starting to bring tears to your eyes; it should. It sure brought tears to mine. I was surprised when it started to come after me and I put my left hand out to stop it. That had never happened to me before. Oh!, and yes you can stop a big twin with your hand.

You can see the hole in this story. I neglected to put the plane back in the chocks before starting it.

The worst damage I have ever done to myself in 73 years is break a finger nail. I have surpassed that and got my first ambulance ride, first trip INTO the emergency room and my first amputation. I lost the tip of my left pinkie at the first knuckle.



My ring finger looks like it might survive but it broke the bone in two at the tip. Both fingers were badly mangled. No finger print left on the ring finger and the Dr. had to put a pin in it so it wouldn't move around for a while. \$16K for the hospital, Doctor?, Ambulance?, Anesthesiologist? The AMA sent me the forms via email the moment I