

Salmon from 1B

similar to last year, with 213,600 adults expected to enter the river mouth, versus last year's actual return of 235,700.

Due to the below average steelhead forecast of 182,400, no more than one hatchery steelhead may be retained per day from Aug. 1 through Dec. 31 for all mainstem Columbia River recreational

fisheries.

The Buoy 10 fishery is scheduled to be open for retention of any adult Chinook salmon through Aug. 24 with a one-fish daily bag limit. Chinook retention is scheduled to close Aug. 25, but hatchery coho/steelhead retention will remain open with a two-fish/one- steelhead adult bag limit.

From Tongue Point upstream to Warrior Rock, retention of any adult

Chinook will be allowed through Sept. 2, with a one-fish daily adult bag. Starting Sept. 3, the daily adult bag limit increases to two fish/one steelhead (hatchery coho/ steelhead only).

From Warrior Rock upstream to Bonneville Dam, Chinook retention is scheduled to be open through Sept. 14 with an adult bag limit of one fish. Beginning Sept. 15, the daily adult bag limit will be two fish/one steelhead (hatch-

ery coho /steelhead only).

For the area from Bonneville Dam upstream to the Highway 395 Bridge in Pasco, Wash., Chinook retention opened Aug. 1 but will be managed in-season based on actual catch and the upriver bright Chinook run size.

The daily adult bag limit is two salmonids, and may include up to one Chinook and up to one steelhead.

During all fall fisheries (Aug. 1 through

Dec. 31) from Buoy 10 upstream to the OR/WA border (upstream of McNary Dam), each legal angler aboard a vessel can continue to deploy angling gear until the daily adult salmonid limit for all anglers aboard has been achieved.

A complete summary of 2018 Columbia River fall regulations are available on the ODFW website at myodfw.com/recreation-report/fishing-report/columbia-zone.

Aircraft from 1B

student, that's probably better. If you get yourself up there and things go crazy, I'll take over and pull out of the dive, or the tree, or whatever you did. We find that we can teach people without the cost of constantly crashing a plane."

Even with the assurances, I was nervous.

I wasn't expecting to be flying a plane that morning. There were only a few facts I knew about FARCAA: Members of the club meet and fly at the airport early on Sunday and Monday mornings all year, and Wednesdays and Fridays during the summer. They also periodically meet at Woahink Lake to fly their model seaplanes.

I had seen their exhibitions at the annual Wings and Wheels showcase, and always thought the hobby looked fascinating, but I had never actually tried it myself.

I didn't think this day would change that. My assignment was to show up, take some pictures, and talk about why people liked the hobby.

"Well, you're actually going to fly a plane," Morales told me as I arrived at the airport.

Wait, what? He smiled and assured me it would be okay. Half-hour later, I was standing in the airfield holding my remote control.

Just before that moment, I asked Morales how long RCs stay in the air. Generally, a standard battery will hold anywhere from 7 to 10 minutes of battery time, though that depends greatly on the build of the plane. One member of the team had a plane that stayed up for an hour. In 2013, a legally blind and mostly deaf man from Maryland flew a model plane across the Atlantic, but for the most part, flyers stick to around 10 minutes.

"That's it, just 10?" I asked. Sounded like a rip-off.

"Wait 'till you try it," Morales said. "Your brain is tired in about three minutes. You're up there, concentrating, and you think, 'When is it time for me to land because I'm getting tired.' You don't need these long amounts of

time."

Yeah, whatever pal. I've been playing eight-hour, high octane marathons of Pac-Man since I was knee high. I think I got this.

But then I looked at the RC controls. Everything was controllable: Flaps, rudders, elevator, rim. It even had an autopilot.

"It has everything that you would find in a full-scale airplane, except there's nobody in it," Morales said.

Well, there were the three yellow Minions Morales had in his own model plane. He said that counted.

The trainer plane was placed on the tiny runway, the small electric motor "roared" to life. Morales slowly turned the plane to the north, picked up speed, and soon the plane was in the air.

"Okay, so I'm going to bring it around," he said. The plan was for me to make simple circles in the air. I watched nervously as the plane worked its way just in front of us, which is when I was to take over.

"Just a second here, are you ready?" he asked, just before switching the plane to my controller. "You got it!"

I took over piloting. "Okay, start taking a left turn," he instructed.

I started to take my left turn. "No, your other left," he calmly said.

I grimaced in embarrassment, trying to turn to my other left. The plane took a nosedive instead. "Okay, I'm going to bail you out," Morales cheerfully said as he took over with his controller, piloting the plane around so I could get another crack at it.

Thirty seconds in and my brain hurt. This was not Pac-Man, and I had no confidence this was going to end well.

....

Morales started flying RC's back when they weren't RC's. They were gas powered model planes, attached by wires to the controllers. Pilots had a handle which controlled the up and down, and just turned around in circles as they watched the plane go.

Fellow RC pilot Gene Wobbe's

passion for the hobby also started when he was young.

"I grew up around airports," he said. "No matter where we lived, it was near an airport. For the biggest part of my life, it was around the Eugene Airport. You saw the airplanes flying, and it was just a natural attraction. It was my fascination with airplanes as a youngster."

But then life got in the way for Wobbe and Morales, work, family. No time for the hobby.

"I got back into it when radio control became readily available and the price came down when the early research and technology development was out of it," Wobbe said. "Now it's affordable. I can order a p-51 or a p-47 and don't have to worry about the costs."

A lot of the attraction of the hobby comes from the intricacies of building the planes. There are many different styles around, ready to go trainer planes that go for as little as \$300. Then there are the ARFs.

"That stands for Almost Ready to Fly," Morales said. "They're halfway built, which will cost a little bit more because it cost someone to halfway build it. I don't have the patience to build it from scratch. Gene does. I have to start when it's halfway built because I know, in five hours, I'm in the air."

"The planes I have a connection to are the ones I built from a kit," Wobbe said. "The little pieces built from the ground up. Those I cherish."

This isn't to say that ARFs are ready to go out of the box. There's still a lot of work that goes into building them, which Morales, a retired dentist, loves.

"I guess a lot of us like tinkering with our fingers," he said. "We like building and playing. It's kind of carried on with me being a dentist. This is good for the mind. You have to figure out how you're going to hook it up, balance the weight properly so it flies right."

"You don't have to be an athlete and lift 300 pounds. This is a fun hobby to get into."

And tinkering is also helpful in crashes.

"How many bad spills do you take in a month?" I asked.

"Ugh," Wobbe asked. "You had to ask."

Morales said that he and Wobbe hadn't had a bad spill for a long time, though Wobbe said he over-shot the runway once.

"That doesn't count," Morales said.

Morales turned to fellow flyer Ron Hokanson, saying, "Okay Ron, time for some honesty."

"I crashed three planes in one day one time," he said, laughing at himself. "It was terrible."

He pointed to a grove of trees across the field, saying that around eight planes have been trapped in the branches over the years.

"The wind blows them out, usually," he said. "One guy hired a tree trimmer to climb up and get one from him."

And then there's the dreaded windsock at the end of the runway. Hokanson said everybody's hit that at least once.

"I have," Morales said.

"I haven't," Wobbe said.

"Well I have," Hokanson laughed. "You said honesty?"

"Well, that's enough honesty for today," Morales said.

There were a bunch of phrases thrown out. "Sooner or later grav-

ity wins." "Takeoffs are optional, but landings are mandatory." My favorite excuse was, "There's no such thing as gravity, it's the air that sucks."

Whatever the excuse, planes will crash, which is where the tinkering comes in.

"Gorilla glue is your best friend," Hokanson said.

I didn't see any planes crash and burn that day, and the group is very proud of their safety record, both with RC planes and the real deal.

Safety is broken up into three areas. First, they always have someone sitting in a chair, looking for problems with RC fliers, or full-size planes come in. Second, they have someone listening on a radio for pilots coming in. If an airplane signals they're coming in for a landing, down go the RCs.

"And the third thing, which has never been used, is called the fly-away procedure," Morales said. "If a plane shows up and nobody knew it was coming, everybody flies toward those trees and circles around, off property. It's never been done, but everybody knows about it."

Safety is of utmost importance for the group, but in the days of drones, the friendly skies are becoming the wild west.

"The FAA is starting to play around with requirements because of drones and quads," Morales said. "They put in cameras, go into people's back yards, and all sorts of terrible things."

Just last year, a Utah mother of six and her boyfriend were charged with using a drone to peep into the bathrooms and bedrooms of neighbors.

"Then there's flying under the Golden Gate Bridge and around the Statue of Liberty," Morales said.

This is not to say that all drone flyers are a bunch of jerks, but there certainly are a fair share of bad apples.

"People ignore the rules, and we end up worrying about our hobby because if the FAA really starts clamping down on everything, we're in trouble," Wobbe said.

Morales said that the best way to combat this is by having clubs like FARCAA, which can regulate how flyers navigate the air.

Morales said it would be a good idea to have people sign up for clubs when they buy their RCs, but that leads into an entirely different problem: Hobby stores are becoming extinct.

See RC 3B



Saturday, September 8, 2018
At Florence Golf Links
Florence, Oregon

Florence Dental Clinic

Abel Insurance Agency
Risk Management & Consulting Services

Oregon Pacific Bank

BANNER BANK

PeaceHealth
Peace Harbor Medical Center

A Charity Golf Tournament To Benefit



SIUSLAW OUTREACH SERVICES

FUNDS RAISED WILL GO TO HELP NEEDY INDIVIDUALS AND FAMILIES EXPERIENCING DOMESTIC VIOLENCE, HOMELESSNESS AND OTHER FORMS OF CRISIS.

Entry Fee: \$99/ Player OR \$396 Team of 4

Early Bird Discount if paid by 8/10/18: \$89 per player OR \$350 per team

Register at Florence Golf Links or SOS. For more info call 541-997-2816

More than 30 prizes to win!

A CHANCE TO WIN A FORD F-150 FROM JOHNSTON MOTORS



A CHANCE TO PUTT FOR \$5,000

Florence GOLF LINKS



the spotlight

A weekly roundup of shopping, savings and doings around town.

CUTE AND CLEAN



17 Redwood St, In Beautiful FLORENCE, Oregon
\$150,000.00

Cute & Clean, beautifully remodeled and upgraded 1995 trailer with a 36'x10' stick build sun room addition. Has two out buildings, a 10'x12' Utility Room & a 8'x10' Art Studio with large windows. Has 40' driveway with RV hook-ups. Give us a call and come take a look. RMLS# 18574933



KEY Realty

541-997-4842
NATALIE NAGRONE, Broker
Cell # 541-991-0531
natalienagrone@gmail.com

Alta Taylor,
Principal Broker/ Owner
Office# 541-997-4842
Cell # 541-999-0727
florencekeyrealty@msn.com

18+Acres Siuslaw Riverfront

10145 Sweet Creek RD
Mapleton



\$240,000

◆ 18.67 Acres(m/l) ◆ FRM/FOR Type

- ◆ Bring your Boat & Camping Gear
- ◆ Raise Cattle, Wasabi, Bamboo
- ◆ Can build Dock & is currently registered with State of Oregon
- ◆ Come Salmon Fishing!!!!
- ◆ MAKE US A OFFER



Natalie Nagrone
natalienagrone@gmail.com
Key Realty
83693 Hwy 101
Florence, OR 97439
541-991-0531

