

RCCD FLYING FIELD GRASS CUTTING

PROPOSAL BY THE GRASS CUTTING TEAM

The team of grass cutters currently consists of:

Mike Schafka: tractor operation instructor/tractor operator

Dave Beigas: tractor operator

Pete Mlinarcik: tractor operator

Ray Milio: tractor operator

Mike Schafka will train the team of tractor operators as to the operation of the tractor and it's accessories along with the established method of cutting the field. Each member of the team will also view two OSHA safety videos

<https://safetymanagementgroup.com/video-osha-rules-for-tractor-operation/>

<https://www.youtube.com/watch?v=KtYIlix09mM>

The grass will be scheduled to be cut once a week. Note; the actual field/soil condition will determine the actual amount of times the grass needs to be cut per week and the area to be cut. If the field/soil conditions are nominal, the grass will be cut once per week. If the field/soil conditions are dry the grass cutting may be less. If the field/soil conditions are wet-- just the landing area approx. "50 feet" North of and "50 feet" South of the center line of the field and for the total full length of the flight line fence approx. "270 feet" projected onto the center of the field. A taxi way approx. "12 feet" wide North along the flight line fence from the East end gate opening to the West end gate opening, and a center taxi way leading from the flight line taxi way to the center of the landing area. (See separate drawing dated 3-1-19)

The Control Line flying area will be cut once a week, and/or to coincide with the event schedule as noted above.

The grass cutting day will be on Friday starting at 6:30/7:00 am, but if inclement weather is forecast for that day, Thursday will be the grass cutting day if there is a event scheduled for that weekend. If there is no event scheduled for that weekend, the following Monday or the above mentioned Thursday could be the grass cutting day, if the weather is favorable for either day.

The grass cutting may also be scheduled on another day and time due to scheduling and weather conditions at the discretion of the grass cutting team.

The grass cutting team will do the above scheduling and notify their intent to the club president.

There will be a notification email sent by the club secretary to all club members on the club mailing list prior to the actual day and time of the grass cutting. There will be a notification also posted on the main page of the club website <http://rccd.org/> prior to the actual day and time of the cut.

There will be two tractor operators assigned to each grass cutting for safety reasons and also to share in the cutting of the grass operation.

The cost of the grass cutting will be \$100.00 per cut (to be shared by both tractor operators).

This proposal does not include any tractor repairs, fuel, oil, hydraulic fluid, lubricants, etc., remote tractor storage cost or field maintenance costs.

A seasonal tractor inspection should be preformed by a qualified tractor/ accessory mechanic and any repairs/adjustments made.

The tractor operators will check the following before and after operating the tractor: The fuel level (fill when necessary....never let the fuel level reach empty), hydraulic fluid levels....never let the hydraulic level reach empty), engine oil level (fill if necessary), and an overall visual check of the tractor's condition (hoses, tires, loose equipment, oil or fluid leaks etc.). If repairs are needed, the club president will be notified accordingly to have the tractor repaired.

Tractor start up /shut down /grass cutting /Maintenance procedures per Mike S:

TRACTOR START UP

- 1] Check oil and gas
- 2] Put transmission in neutral
- 3] Put HI/LOW shift lever in neutral
- 4] Push in RED lever or knob
- 5] Turn key to crank engine

SHUTTING OFF TRACTOR

- 1] Put transmission in neutral
- 2] Put HI/LOW shift lever into neutral
- 3] Lower bucket [on it's edge] to rest on ground
- 4] Lower mower deck to ground [make sure PTO is off]
- 5] turn off ignition key and pull out red lever or knob
- 6] Cover tractor with tarp

CUTTING GRASS

- 1] Lower mower deck to the ground
- 2] engage PTO
- 3] Cut grass in: *2nd gear
 - *High range
 - *@ 1800 RPM
- 4] ear muffs needed
- 5] when cutting near fence front bucket must be in raised position
- 6] when cutting between flight station cement pads:
 - A] go over pad with tractor
 - B] bring front edge of mower deck to rear edge of cement pad
 - C] raise mower deck
 - D] as rear edge of mower deck clears front edge of cement pad lower deck
 - E] proceed to next cement pad

MAINTENANCE

- 1] grease front hydraulic pump spline shaft [1 squirt/month]
- 2] grease mower deck spindles [3] – [2 squirts every other cutting]
- 3] add power steering fluid when tractor steering acts up

SAFETY

- 1] Do not step over moving PTO
- 2] Keep [loose clothing][jacket draw strings][long hair][shoe laces] away from PTO and any moving equipment.
- 3] Stop all moving equipment [PTO, Mower deck] when making adjustments

A clip board kept in the East shed with dated notes added by the operator on the day the tractor is used to have a running track record of the condition of the tractor.

Also Note: The entrance to the RCCD flying field--- starting at the yellow entrance gate area, around the DNR out house, along each side of the roadway leading into the RCCD parking area of the flying field, around the bleachers, both sides of the total length of the spectators fence, and both sides of the total flight line fence, along all the paved flight stations, and around the all the pavers including the walks, and the shelter will remain the contracted maintenance company's responsibility.

3-3-19 per phone call to treasurer Dan Hamann: The landscape maintenance company charges \$55.00 per cut. The club paid \$825.00 total last year for 15 cuts, 2 to 3 visits per month during the flying season.

Suggestion: Two field maintenance days should be scheduled during the flying season. All club members that use the field (in any fashion whether for flying or other reasons) should attend these field maintenance days and participate to the best of their ability. We all are living in today's environment and society and not living fifty plus years ago, that's history, that's not today. We all are faced with the down turn in the hobby. The flying field is one of the main factors or catalysts that drives this flying club or any flying club. Without a flying field the club is out of business. So, everyone's participation in all the activities of the club is extremely important to keep this a viable and progressive club.

Pete M.....Rattlesnake
3-8-2019