

SANGAMON VALLEY RC FLYERS

July, 2006 Newsletter

web site: sangamonvalleyrc.org

Next meeting:

July 12, 2006, 7:00 p.m. at the flying field

Minutes of June meeting

The June meeting was held on June 14, 2006 at the flying field with very good attendance. President Putrich called the meeting to order at 7:00 p.m. President asked if everyone had received the June newsletter. All but two or three had received the newsletter with the minutes of the last meeting.

Since most had received the minutes of the last meeting in the newsletter the president called for additions and corrections. Hearing none, the minutes were approved as presented in the June newsletter.

Old business

The flying and static display at the Centennial Park on May 20, 2005 went well in spite of erratic wind problems. There was a lot of interest in the flying demonstrations and they probably will do this again and we will be invited.

The open house/fun fly on June 25, 2006 was discussed. Mike Behl reported that most plans were complete with members ready to volunteer for various tasks. There will be last minute work to be done on Saturday, June 24. Several said they would show up at 9:00 a.m. on Saturday to help with last minute things like setting up safety barriers, etc.

The Bill Gabriel memorial canopy was presented at the meeting. The embroidery work with Bill's name was exceedingly well done. Bill's wife donated the canopy to the club.

Mike Behl reported that the details of the IMAC competition event on Sept. 16 and

17, 2006 have been completed by Bruce Kern.

The small mower has been repaired by Sherwin Kroll and is now back in service.

New Business

There was discussion of safety issues at the field. We need some way to coordinate with the Air Evac Lifeteam helicopters so we know when they are inbound so we can land in get out of their airspace. We also need to land when there is another full-scale aircraft using the airstrip. There should be a sign at our field alerting all RC pilots of the need to land as soon as it is apparent that there is helicopter or other full-scale aircraft in the area. There is a powered hang glider pilot now using the airstrip that could cause a safety concern.

We also discussed safety guidelines for our field for our club members. AMA rules do not cover some of the "common sense" procedures that we should always observe. Bill Busch volunteered to draft some safety guidelines for discussion at our future meetings. Bill is eminently qualified as he experienced an injury last July due to lack of attention to detail.

After adjournment, all enjoyed a nice evening of flying.

Open house/fun fly

The open house/fun fly on June 25, 2006 went very well. The weather was excellent and there was a very good attendance. All types of aircraft were displayed and flown.



“OOPS”

A casualty of open house/fun fly. An old fire department cherry picker high reach extension truck saved the day on this large plane

SVRCF flying field Draft safety guidelines

Safety guidelines/rules were discussed at our June meeting; the following guidelines are presented for discussion, amendment, and additions.

- All AMA rules will apply and should be familiar to all flyers using our field.
- All new or repaired aircraft must be carefully checked for structural integrity, proper installation of radio equipment, and range checked before flying.
- First test flights of new or repaired aircraft should be done when there are very few people present at the field.
- All take offs should always be away from the flying pits where other pilots or visitors to the field assemble.
- Never fly over or behind the flying line where pilots stand and visitors assemble.
- When you have any kind of control problem near the flight line, the first thing to do is cut the throttle!
- When your plane is in any kind of trouble call out **loudly** to warn others in the area so they can be alert and take protective actions.
- Be **SURE** that you have called up the correct model on your computer radio transmitter. Check the throw of all

control surfaces to make sure they move in the right direction with the movement of the control sticks. Especially be careful to check the movement of the throttle linkage. This can be very difficult to impossible with cowled-in engines. Just **TRIPPLE** check that the correct model shows up on the screen of your transmitter.

- Be sure that you have plugged in your ailerons/flaps/landing gear servo leads. Make sure you plugged them in the correct extension from your receiver. The chance for error on this is minimized if you check proper movement of all control surfaces before you fly.
- **Never** stand in front of your plane after you get the engine started. All checks and adjustments should be behind the propeller.
- When you taxi in, never taxi directly at yourself or another pilot. Angle in from beyond the pits then taxi parallel to the flight line.
- Beware of engines that are prone to kicking and running backwards. They can run backwards off of the table.
- Always land immediately when helicopters or other aircraft are approaching or leaving the airport. Pilots who are not flying should always act as observers for full-sized aircraft and warn pilots that are flying of all activity in the area of the airport.
- Always use a spinner or AMA safety nut on your motor.
- Be very careful to keep your hands well clear of propellers. Electric planes can be especially dangerous as they can start unexpectedly if you do not observe proper procedures like turning your transmitter first. (bloody fingers scattered all over the tables make an awful mess).
- Remember! Transmitter on first, the plane's receiver on last. When you land the receiver is always turned off first and transmitter is off last. (Old timers know this, but new pilots may not).

- Be sure all batteries are fully charged for your flying session.
- Always announce your take offs and landings to other pilots who are flying. Call out loudly “Coming in (taking off) from (to) the left (or right)”
- If you must go out on the runway, call out loudly “on the field”. Complete your task on the field very quickly and then call out “field is clear” when you get off the runway.
- **BEWARE OF THE CORN FIELDS!!!!** Searches for planes down in the cornfield present significant risks to those entering the standing corn for a search. Excessive heat, humidity and exertion are a dangerous combination, even to people who are in good health. The danger can be extreme if you have health problems, or are older. You are **strongly** urged to

purchase locating transmitters in your plane during the growing season. This \$50.00 investment is good insurance against the loss of a plane and may prevent a serious incident. Do not enter the fields if the weather is very hot, wait for a cool morning. In extreme cases you should even consider whether the loss of a plane and equipment is worth a life-threatening effort to retrieve it

RC equipment for sale

Futaba 6EXAS FM computer radio system with 6 model memory complete in the original box on Channel 54 for \$100.00. Contact Bruce Kern at 965-4089 or email at kern@family-net.net.