

SANGAMON VALLEY RC FLYERS

September, 2006 Newsletter

web site: sangamonvalleyrc.org

Next meeting:

7:00 p.m., Wednesday, Sept. 13, 2006 at the flying field.

Minutes of August meeting

The monthly meeting of the Sangamon Valley RC Flyers was held on Aug 9, 2006, at the flying field. The meeting was called to order by President Bob Putrich at 7:00 p.m. with 18 members present. The President asked if everyone had received the August newsletter? Everyone had received a copy.

Since all members 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 August newsletter.

No guests were present.

Old Business

Maintenance:

The President asked Sherwin if he had looked at the small mower. He reported that the carburetor needed to be removed and a new seat and float installed. Ross said that he had time to look at the mower and would work on the carburetor.

- Thanks goes to Bill Wallner for cleaning up and mowing the flying field.
- Thanks goes to Ron Henderson for having the outhouses serviced.

SVRC flyig field-safety guidelines

The president talked about the safety rules and stressed the importance of taking off away from the pit.

He reminded pilots that are flying with 4 stroke engines to be very careful when the engine starts, the engine sometimes has a tendency to start backwards causing the plane to want to fly off the table. The two retaining bars holding the plane from going forward will be of no help, if

someone grabs for the plane, serious damage could result.

Bill Busch is working on a draft of safety guidelines that will be reviewed by the club members. Once approved, this will be an important set of safety rules that should help each of us remember to fly safely. See a copy of the draft in the July newsletter. All AMA rules will apply.

Safety issues: Air Evac Lifeteam helicopters

The president talked to Don, lead pilot from Air Evac, after last month's meeting. The helicopter pilot was very apologetic about flying down the runway while we still had RC planes in the air. He said that we normally take off and head North away from the runway. He indicated that the stress of the moment (going out to locate Moon's Ultra light) may have been a factor at the time. He enjoyed seeing the electric jet and electric helicopters at our recent fly in. We continue to have a good relationship with the pilots from Air Evac and Dave Holmes.

The president talked about having a radio that would monitor the Air Evac frequency of 122.9 MHZ. The airport is in the control zone of the Springfield Airport which means that the helicopters will transmit prior to taking off and on the final approach to the helicopter pad. This may give us some warning that the helicopter is about to leave or approach the landing field. The corn height makes a visual check difficult when the helicopter is ready to leave.

The club policy is to put our planes on the ground when a helicopter is in the area, or about to leave. The helicopter has the right of way at the airfield.

Front gate locks

The president talked about the drawing made by Sherwin's wife to help illustrate the correct way to lock the gate so that both our club

and the (REA) Electric Coop can access the field when needed.

AMA-IMAC event Sept 16 and 17,2006

(Holmes Airport):

Mike Behl reported on the upcoming IMAC event. He indicated that the paperwork is complete. He is a CD for the club. Steve Puckett has signed off on some of the paperwork. Help will be needed for transmitter impoundment and as a runner between the judges and the tally area. Ross will be preparing the food and may need help. We will not need help with parking, most of the pilots will set up their trailers at the site. No fence is needed.

Bruce Kern will have more on this event at the next meeting.

New Business

Club Breakfast October 7, 2006

8:00 AM- Holmes Airfield

A club breakfast is planned for October. Will have a sign up list if you want to bring food or help with set up or cooking. The meal will consist of eggs, sausage, potatoes, juice, donuts, coffee etc. A couple of generators will be needed for some cooking and coffee makers. Please bring out a canopy to set up over the tables. More information will be provided at the next meeting.

Events

Air week	August 12,13, 2006
Scott Air Force base	
AMA-IMAC	Sept. 16,17,2006
Holmes Airport	
Route 66 Jets	Sept 27-30, 2006
Litchfield Airport	
World Jet Master Qualifier	Sept 30 –Oct 2,
2006 Litchfield Airport	
Superman event	October 4-7, 2006
Cape Girardeau,Mo.	

If you have any questions on the jet events, please contact Jim Allen ph 217-546-3954

Meeting ended 7:30 p.m.



“Oh #\$\$% !!!”

Going out on the runway?; - let the other pilots know!

Items for sale

Supertigre S2000, never flown, with 20-6 propeller. Still in the box.....\$125.00
K&B .40 R/C new in the box
K&B .61 R/C new in the box
K&B .100 new in the box
Contact Bob Putrich on the above items at 546-8075

Editor’s comments

I will continue to list items for sale from one month to the next until the seller advises that the items have been sold, or that he wishes to discontinue the listing.

Note: the safety guidelines referenced in the above August meeting minutes were published in the July newsletter. They are included below in case everyone did not receive a copy.

SVRCF Draft safety guidelines

- 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 a locating transmitter for use 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