



Tri-State Modelers Newsletter



November, 2011

In this newsletter:

- *Latest News & Upcoming Events*
- *Contacts*
- *Indoor Flying Dates*
- *Tips and Tricks*
- *On The Safe Side*
- *October Meeting Minutes*

Latest News & Upcoming Events

Next meeting: Wednesday, October 12, 7 pm at Mt Pleasant Home.

The weather is turning sour for outdoor flying and it is time for the indoor fun. Our first scheduled evening is Sunday, November 6 at 7 pm at the Peosta Community Centre. For all of you "newbees", come on out to see what the fun is all about. If you are intrigued you can see about getting equipment and join the fun.

In the last newsletter I included an article that went into aircraft restraints in great detail. Did you notice what was completely missing?? I had missed it myself, but keep seeing it mentioned in the safety articles in Model Aviation and it finally rang a bell in my head. **What is**

missing is our most popular restraint method ... the cord and screwdriver stuck in the ground.

The safety authors keep mentioning that this is a very UNSAFE method of restraint. Depending on ground conditions, the length of the screwdriver, and probably other details, I guess I can see the potential for unexpected release. It is food for thought at the least.

Forgive me, but I don't remember who gave me an article on plane colors and how to not loose your airplane in the air. But I dug around on the internet and found it and made a copy that is available on the website. The title is "**Don't Color Me Gone**".

Contacts

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Winter flying dates for Peosta:

Sunday evenings (7 – 9), November 6, 20; December 4, 18; January 8, 12; February 5, 19; March 4, 18

Tips & Tricks

To clean your airplane after a day at the field use my formula, which is as follows:

- 5 cups of water (40 oz.)
- 1 cup of denatured alcohol (8 oz.)

- ½ cup of ammonia (4 oz.)
- 1 oz. of dish detergent

If you would like to try something different, try using lemon Pledge spray wax. It cuts through the castor lubricant and grease, and cleans and polishes the surface leaving the aircraft with a protective coating without any residue.

—by Tom Voorhis, West Jersey Radio Control Club, Gibbsboro, New Jersey

ON THE SAFE SIDE

[Propeller Strikes and Arming Switches](#) by Jim Tiller, Insider Safety Column Editor

Never, Never Stick Your Finger in the Propeller! Before I took the job as AMA Insider safety columnist, I remember lamenting to my beautiful wife that it might be hard to make the column interesting. I remember saying, "Just how many times can you tell someone not to put his finger in the propeller?" On a warm Friday afternoon in late August, I found that the answer. After 30 years of flying airplanes, I had my first encounter with a spinning propeller.

I was with a bunch of flying buddies at our preferred float-flying spot, enjoying the late summer morning. It was the first flight of the day on my .30 four-stroke powered Newbie float plane. As the flight progressed, I could see the motor was not developing full power, so I made an early landing and taxied back to do some engine adjustment.

With another flier holding the airplane, I was adjusting the high-end needle setting when my hand somehow wandered into the full-throttle propeller. In an instant, the motor stopped and the blood began to run. The cuts were quite serious and we immediately went into damage-control mode. We had a first aid kit along, but it was a small one. We applied pressure and bandaged the wound with the only high strength tape available, a roll of black electrical tape. With the blood flow temporarily stopped, I made my way to the emergency room for a two-hour stay and about 14 stitches from a very competent and friendly emergency room doctor. This little lady looked, to me, to be about 14, but she did a great job sewing up four separate propeller strikes on my right hand. She mentioned that I was her very first prop-strike victim and I replied that it was also a first for me.



Fortunately, there was no permanent damage except to my pride. I managed to hit the blade with the flat of my hand rather than the fingers. That stopped the propeller and reduced the number of strikes somewhat. It is now almost two months later and I have just the scars to remind me of my errant ways.

Who do I have to blame? No one but myself—it was a preventable accident. In hindsight, I lost what the military calls “situational awareness.” I was so focused on the job at hand (no pun intended), which was tuning the engine that I totally ignored the close proximity to the spinning propeller. I know better. On that day, evidently, I did not know better and all it takes is one lapse in concentration. That is the lesson I leave with you and why I am sharing my experience.

A second observation. This little four-stroke is my smallest motor. Maybe that is why I was not as conscientious as I might have been. As you can see, small propellers do just as much damage as big ones.

A third observation; and one that my flying group has now corrected. Our first aid equipment was inadequate. We have since purchased a much better equipped first aid kit and put it in the storage locker in our retrieval boat. That kit now matches the one we have at our field. By the way, it still includes the roll of electrical tape. I can vouch for how well it worked at compressing the bandage over the wound.

A fourth observation. I have my flying buddies to thank for the help and assistance. It is important to surround yourself with fellows who are safety conscious and who can be trusted in an emergency.

And last: Never, never stick your finger in the propeller.

Arming Switches on Electric Airplanes: This past summer, I learned of a couple of instances where an electric airplane started before the pilot was ready. In one instance, the pilot turned on the transmitter but had it improperly set to another airplane program. Evidently, the programmed airplane had the throttle reversed and when the airplane battery pack was plugged in the motor engaged. Most good ESCs are supposed to prevent this by making you put the throttle to its lowest setting before arming. I'm not sure what happened here.

In the second instance, the airplane was on the bench and the transmitter had yet to be programmed. The throttle stick was in the mid-range. Once again, when the battery was plugged in, the motor engaged.

An arming switch is a good way to prevent any accidental motor start on an electric airplane. They are most feasible on larger motors, but many electric gurus say they can be fitted to an airplane of almost any size.

Another good reason for the arming switch is to be able to plug in the battery and then prepare the airplane for flight. Many times there are cowlings or hatches that have to be secured or other preflight preparations to complete. Why do that with the battery and motor armed?

A number of commercial arming switches are out there. They are not very expensive and are easy to use. Your local hobby shop can surely provide you with one.

If you want to tackle the project in your shop, just peruse the online forums and you will find lots of pictures and schematics

And another from the White Hills Eagles club in Shelton, Connecticut:
www.whitehillseaglesrc.org/membercontent%5Ctransmittercutoff%5Celectricflightthrottlesafety.pdf. →

Tri-State Modelers

Minutes of the September 14, 2011 Club Meeting. Meeting Location: Mt Pleasant Home Meetings held at Mt Pleasant Home September thru April (May thru Aug at flying field)

President: Mike Anderson brought the meeting to order at 7: 09 p.m. There were 14 members present.

The minutes of the July 13, 2011 meeting were read by Mike Anderson & approved.

Treasurer's Report: (Bob Merrick) As of August 10, 2011 the club has 40 members and the balance is:

Cash_____	\$ 80.00
Checking_____	\$ 107.87
Savings_____	\$1,583.46
Total_____	__\$ 1,771.33

Discussion Items

1. **Peosta Fun Days** Mike Anderson, Kris & Christian Ennis, Merlin Green, Mike Wolke & Jerry Anderson flew their electrics & Mike Wolke flew his fuel aircraft for an hour prior to the parachute jumpers arrival at the ball field next to the community center. The spectators & especially the kids enjoyed our show.
2. **Large Pavilion Squaring Project** It was a busy day at the field on Sunday, August 28. There were about 14 members working on various projects, Shed door, picnic tables and pavilion. The pavilion columns were pulled into a vertical position and 2 x 6 braces were installed in an X pattern between 6 X 6 columns at all 4 corners and a diagonal brace north south at each corner. Any member that may have stain that can be applied to the new bracing is asked to contact Mike Anderson.
3. **Peosta Community Centre** Merlin is checking on arrangements for winter flying. Basically he has the start date as November 6th then every other week after that thru March 18th.
4. **Quad City Float Fly** Mike Anderson reported that he participated in the QC Float Fly. He now has experience taking off & landing on the water.
5. **Safety** A lot of discussion was held regarding safety at the flying field & at the indoor flying site. There were a lot of suggestions and concern voices during the discussion. Mike noted the comments and will put a suggested listing together for club member review. It has been suggested that a fire extinguisher and a good first aid kit be kept at the field and hopefully never need to be used.
6. **Mall Shows** The club used to put on a Mall Show every year at Kennedy Mall until the Mall started charging for the space. Jerry Anderson will check on the possibility of restarting the show and report.
7. **Club Elections** Carl Heidesch & Bob Merrick's board terms lapse in January of 2012. An election shall be held at the December club meeting. Come to the meeting with your hat in hand asking to be nominated to the board.
8. **Wednesdays & Sundays** We have had some good turnouts for Wednesday evenings and Sunday afternoons at the flying field. Let's keep it going.

Motion by Chip Moreland second by Mike Darnall to adjourn at 8:34 pm

Next meeting: October 12, 2011 7:00 pm at Mt. Pleasant Home Bring a friend

We will continue to promote Wednesdays and Sundays as club flying days as long as the weather allows.