

 <p>SIERRA SIGNALS Newsletter of the High Sierra R/C Club AMA #1362 Carson City, Nevada</p> <p>www.hsccc.com</p>	<p style="text-align: right;">April 2015</p> <p style="text-align: center;"><u>Your Board Members and Officers</u></p> <p>PresidentDan Etcheto 853-8245 Vice PresidentBob Sullivan 881-8798 Treasurer.....Frank Gomez 884-2983 Secretary.....Dave Vandenberg 384-1731 Safety Officer.....Paul Ciotti 453-1507 Field Marshall..... Tom Reinbolt 742-1847 Newsletter Editor Dave Vandenberg Web Master.....Dan Etcheto</p>
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NEXT EVENT: ROLLOUT PARTY - MAY 9th
Come show off what you've been doing all winter.....eat Tom's chili
...See page 6...

Pony Express Air Park Maintenance

Over the years, leadership and members of the HSRCC have kept up with maintenance of our airpark. This effort continues into 2015. Those who fly at our airpark will note that their autos do not sink into the clay when the ground is wet, the entry gates provide use-security, the rest room works, the club house is clean and organized and the solar system works, the exterior fencing keeps the runway and grounds free from the need of removing manure from the wild horses, plastic bags are periodically removed from our fences, trash cans are emptied, weeds are kept under control, wind damage (especially to fencing and to tables) is repaired, and so on.

Repairs and maintenance may not be accomplished overnight, as this is a volunteer effort. But it always gets done. Currently underway is the replacement of table tops of several of the tables, and repair of the set-up/taxi fencing. The table top replacement follows a lot of discussion about surfaces, and this topic is still under review. Users are being given the opportunity to try out the reconditioned painted surface tables, as opposed to the tables with carpet surface. We have not received any negative comments regarding the painted surface, but I note that membership seem to choose the carpeted surfaces when setting up. Whatever the surface decided upon, we want a surface that is both attractive and that dries out quickly. Note that tables with new tops also have new reinforcement underneath.

Some fence posts at the east end of the set-up area have been reset. You may find this hard to believe, but wind gusts picked up, toppled and carried a set-up table into fence posts and fence...And those tables are very, very heavy. In terms of maintenance, big winds have to be recognized and dealt with.

On a related topic, neither I nor other members of the Executive Committee have received many comments about the general layout of our spectator, airplane set-up, taxi way and runway spacing, site location, etc. I personally feel it is something to continue to look at. The big question seems to be...have either the airplanes facing the spectator area, or turn everything around and then have the flyer who is prepping his airplane have his back to the field. Maybe do a compromise and turn the tables 90 degrees...that ought to get some comment.

As I write this, the City of Carson City through the Parks and Recreation Department is filling in the many runway cracks with tar. Everyone appreciates this bit of maintenance...By mid-year, we hope to be putting new paint on the shade structures and sooner or later, the RC Track, an eyesore, should be addressed as we explore uses of our land for RC enthusiasts.

Having said all the above, note that the volunteers so far are having the most fun. It is very rewarding and enjoyable to work hand and hand with others, joking and being a part of something that makes a difference. If you want to be a part of this, just speak up, or if you see someone doing some maintenance, go over and lend a hand

Bob Sullivan
 HSRCC Vice President

Some of the Pony Express Airpark repair projects in April:

Runway Repair



Carson City crews finished repairing the surface of the runway.

Table Resurfacing

President Dan Etcheto primed and painted two sheets of plywood at his home and then he and Field Marshall Tom Reinbolt installed the new tops. Note the bracing underneath.



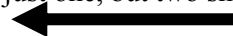
Repairing the Gary Fuller Protection Fence



Never give Gary a live hose!



Field Marshal Tom Reinbolt demonstrates his exceptional leadership skills, leaning on not just one, but two shovels!!



Death Ride Update

Bob Jones and Gary Fuller attended the first Captain's meeting, Wednesday, April 22nd. We will have the job as last year, which is pre-registration. As it stands now, we have twelve volunteers. That is enough, if no one cancels. I need to have the tee shirt sizes of all the volunteers by Friday May 15th and I need the final list of volunteers and shirt sizes by that date. Wearing the volunteer shirt is mandatory requirement of the Death Ride. In addition, I will attend the last Captain's meeting sometime in June and I'll pick up the tee shirts for the volunteers then. BJ

April, 2015

SAFETY NOTES

Observations:

This month's topic is one that I have experienced more than I have seen others do it....accidentally hitting my throttle after plugging in my electric plane. Fortunately the worst damage I have done is a broken prop but I have been lucky.

This month's safety suggestion:

Consider addition of a separate arming switch or programming your transmitter to disable your throttle until you are ready to fly. Some transmitters are easier than others to do this on, my old Futaba probably being among the most difficult. Since many of you have Spektrum radios, I am including an article that Vince Euse came across on the subject. Dave V.

Throttle Cut for Electric Motors

In the last week I witnessed 3 safety incidents related to model airplanes involving minor injuries. These were all avoidable, but none made a greater impression on me than an accidental throttle stick bump that I recently experienced. These experiences indicate to me that safety procedures should be present in every system so that fun activities don't cause minor or serious injuries.

When I first started building model airplanes, there were no DVD's, no websites, no social media sites, very few magazines, and almost no books, except for a few in the school library 10 miles away. Technology has changed all that and everything is changing more rapidly today. The need to consider safe operation of more complex systems has never been higher despite all the advances in technology.

Humans are not quite perfect. Nearly everyone has heard stories about traffic fatalities due to texting while driving, yet it's a rare trip when this activity is not seen at least once. Today we are exposed to a continual stream of safety issues in the media, so sometimes we skip by those warnings and safety notices attached to almost every consumer item sold today.

Everyone knows not to put fingers in the path of a spinning propeller; especially fuel powered motors that provide a loud warning signal. In the case of electric powered model aircraft, we have safety systems built into these systems to prevent energizing the control system if the throttle stick is not in the off position. Safety features also prevent another transmitter or electronic device from controlling our models.

However, today's electric power systems can be a silent danger in that when the transmitter is on and the receiver is bound to the transmitter, while just sitting quietly, movement of the throttle stick starts the propeller. Whether clothing catches on the throttle stick, the transmitter slips out of hand, another airplane wingtip touches the throttle stick on the flight line, or the stick is accidentally bumped by the pilot, the consequences can be sudden and undesirable.

When not on the flight line, electric powered model aircraft should have the propeller removed for safety if the system (Tx and Rx) is energized, unless other precautions have been taken to prevent unintended consequences. This is especially true when assembling, testing, and programming a new system.

Another situation occurred to me after a recent incident at a float fly. I was flying my "W", when a significant "photo op" occurred, so I quickly landed, handed my transmitter to another pilot and grabbed my camera. I fly Mode 1. 99% of pilots in the U.S. today fly Mode 2. This could have been a setup for serious unintended consequences because the Mode 1 throttle stick is on the opposite side of the transmitter compared to Mode 2 transmitters. Fortunately, my plane floating offshore on the lake, did not present an immediate hazard, but in a moment of haste, in a different scenario, this could have resulted in unintended consequences.

As an additional safety measure, I recommend that other R/C pilots that fly Mode 1, also mark their transmitter with a high visibility warning to alert other pilots so they can avoid unintended consequences if there is a need to handle your transmitter for any reason.

After listening to other pilots talk about using Throttle Cut to disable the throttle stick, I decided to investigate. My DX9 transmitter manual advises: ***"The Throttle Cut menu option enables you to assign a switch position to stop an engine or motor."***

Throttle Cut may be set up differently on other transmitters. Please consult your transmitter manual.

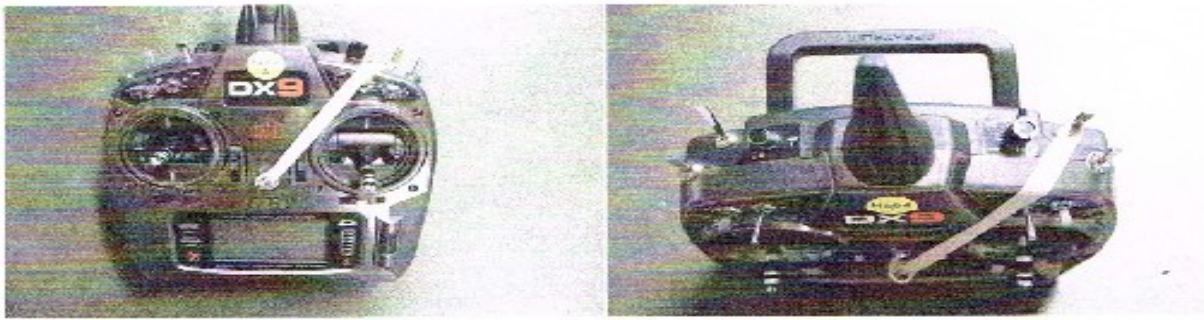
Here's how I set up Throttle Cut to disable the throttle stick on my DX9 transmitter:

1. My throttle stick was initially set up with throttle trim centered.
2. I enabled Throttle Cut in the Function List (press roller in the main menu on DX 9).
3. On the DX9 switch H is the default switch selection, so I kept the default.
4. I left the default selection for Delay set to "Inh" (Inhibit).
5. When I tested (as advised in the manual) by starting the motor, then stopping the motor with the throttle stick, it worked as before, but when I moved Switch H to the "Cut or Disable" position, the motor started and ran at an idle speed. SURPRISE! To fix this I moved the throttle trim adjustment to a greater negative number until the motor stopped. That fixed the problem.
6. Some pilots add a piece of red heat shrink to the Throttle Cut switch, which I may do, but for now I will use a rubber band from the neck strap mount to hold the switch in the Off or Disable position and to act as a visual signal and reminder that the throttle stick is disabled. See photos below.

If you have any additional safety concerns or suggestions, please email [mailto:WebApprentice@comcast.net?subject=Throttle Cut for Electric Motors](mailto:WebApprentice@comcast.net?subject=Throttle%20Cut%20for%20Electric%20Motors) and I will incorporate good suggestions into this article.

Steve Black
Lake Sawyer Hawks

Switch H Position Shown Prevents Throttle Stick From Starting Motor:



Club Member Project

I am building a 120" wing span Douglas Invader from Don Smith plans. The picture of the landing gear is part of the project. The nose gear was too narrow for the wheel so Larry Johnson drilled and rough cut some aluminum. I used my belt sander and Dremel to get it to this stage. I had set this project aside for several years and now I am back working on it.

—Dan Etcheto



Roll -Out Party

We started our year with what, for all intents, was a hugely successful January 1st Roll Out Party, called the Frozen Finger...held on a clear, sunny day in sub-sub freezing weather. Now, shuck those parkas, thermal underwear, winter gloves and winter boots for t-shirts, shorts and sandals! Then grab your sunscreen and come on out to the Pony Express Airpark on Saturday, May 9th, and meet and hobnob with fellow RC flyers from throughout our hobby region. It will be a great day to be out and about. Food and refreshments too.



HSRCC 10TH Annual Roll-Out Party and Chill-thon

and... Poker Fun-fly from T. Reinbolt and G. Fuller



May 9, 2015
The Pony Express Airpark
Registration at 8:00 a.m.

The Roll-Out Party

Its that time again. You Roll-out your winter projects and prove to the world you haven't been "fibbin" about all the work you've been doing since last flying season.

The Roll-out is for new aircraft, or newly repaired aircraft. Bring your creations and/or recent modifications.

Mr. "T"'s Famous Chili

Already a legend of the West. We once again will be treated to a mouth-watering, energy producing and delightfully tantalizing Dish of "the Chili".

Hand-made from especially selected, aged, and freshly prepared ingredients guaranteed to move you to what we are sure will be fresh new heights of chili appreciation.

Only "The Mr. T" can step forward and serve you this culinary accomplishment fit for the ages.

Guaranteed Delicious
(Served after Flying is Over)

The Poker-Fly Off

There will be a \$5.00 cash entry-fee to enter the PFO. You may use any plane. Each flyer draws two cards and makes three flights for three more cards. Best hands wins. A flight is a take-off, a maneuver, and landing on the runway with motor running after roll-out.

There will be three places with fly-offs held to break any ties. 1st place will receive 40% of the purse, 2nd will get 35% and 3rd 25%. Special rules may be announced.

2015 Carson City Airport Open House

The Airport Open House is scheduled for Saturday, June 20th.

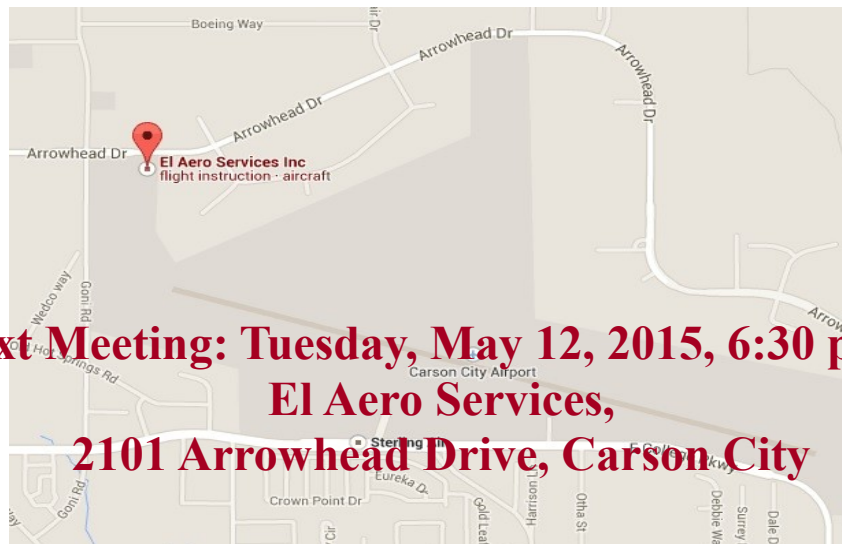
To represent us at this year's event, the HSRCC will be looking for, first and foremost, club members who are "people persons"....club members who truly enjoy engaging the public..the public who show up at our booth/table out of just idle curiosity or out of the desire to learn specific information about RC airplanes.

The second item we will be seeking are display airplanes that are just simply eye-catching and unusual...this certainly includes odd-ball airplanes....airplanes that encourage people to make comments and to ask questions.

The third item we will be seeking are skilled pilots who can do eye-catching things with planes in tight airspace....little planes that outright scream back and forth, larger planes that dance in the air, and the odd plane that simply catches the eye while in the air. But the pilots of these planes must be special....they have to be rule followers, and they must have the "patience of jobe" in awaiting their performance time...this is a festival with limited flying space and limited flying time, and there are events that precede us and that follow us...all of which may not exactly fit into a pre-planned time table. We need pilots who are happy to go with the flow.

If you have any of the above criteria, please contact me. Bob Sullivan, HSRCC Vice President, RTSully1@aol.com, 882-7742.

If you are a new, old or prospective club member please join us for our monthly meetings. We try to hold them the second Tuesday of the month in the evenings.



**Next Meeting: Tuesday, May 12, 2015, 6:30 pm at
El Aero Services,
2101 Arrowhead Drive, Carson City**



please...send me stuff!

Special thanks to Bob Sullivan, Dan Etcheto Vince Euse and Bob Jones for providing me with most of the material in this newsletter....and thanks to Tom Reinbolt and Gary Fuller for "letting" me make fun of them! DV