

THRUSTLINES

Indianapolis R/C Modelers Chapter 288

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The Editors Corner

First a reminder that the next club meeting is Monday, Dec 7th. With the weather turning colder we will be doing a lot less outdoor flying but the indoor season is just starting. Brian Butts is running some indoor events on the north side of Indy—you can call Brian at 840-9442 for the details. Roger Seward will be hosting indoor flying at the Anderson Airport Dec 5,19, Jan 2,16, Feb 13,27, and Mar 13,27. Cost is \$15 for flying from 9am to 5pm. You can call Roger at 765-748-6828 for more details. The south side club has also been have some indoor events in Beechgrove on Sunday afternoons. Contact Chuck Baker 882-6608 on those events.

Also a reminder that your 2010 dues should be paid ASAP—bring it to the meeting on Dec 7th or mail to Ron Cassell, 4592 Mohr Estates S. Drive, New Palestine, IN 46163.

It is also not too early to start your planning for the Annual Toledo Show on April 9-11, 2010. This is the largest RC show in the USA where you can see and meet the who's who in the RC industry.

Have you winterized your equipment yet? If you haven't and don't plan on flying this winter you should—put a little fuel in the engine and then run it dry—put the igniter on it and give a couple more trys to start—then remove the glow plug and put some after run oil (Marvel mystery oil work in non-YS engines) in and turn it over a few time. A little in carb also—this will prevent rust and you are ready to go in the spring. Ted Brindle, Editor



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In this Issue.

Prez Sez

Event Announcements

The December Meeting will be held on Monday, Dec 7th at 7 pm.

Prez Sez

First of all, I want to say that I'm looking forward to seeing you guys at the annual club dinner this Saturday (December 5th) at 5pm. We'll have our usual good time, good food, and good fellowship.

The next reminder is of the upcoming December meeting on December 7th. We'll be voting to confirm Bill Gentry and Mike Karnes as the incoming President and Vice-President (respectively) of our club.

You may have heard that there has been a LOT of activity at the field over the past couple weeks. At this time, we have almost completed refurbishing the club shelter!!! It is GREAT having guys in the club that (a) know how to do things, and (b) are more than willing to help. I've enclosed several photos of the work in progress, and I'm sure that you will be impressed. We'll have things completed shortly so that it will provide the best protection from winter weather that we've ever had (can't wait for the annual New Year's Day Freeze Fly!).

See you Saturday night!!

Tim Mills says: A BAD day at the field still beats a GREAT day at work!













Entering range check mode on DX5e while flying is possible!

By Jack Sallade

As with all new technology, there is a learning curve inherent in our new 2.4Ghz "spread spectrum" radios. Whether they be Airtronics, JR, Spektrum or one of the many other brands out there they all have their quirks and tricks that can bite us if we aren't careful. Already I've seen many folks who have both FM and spread systems turn on their FM radios without checking the frequency board or fly without extending their antenna. Neither is technically a necessity when flying on 2.4 and it is so easy to get lazy and forget that we still need to go through that part of our mental checklist. We will likely continue to see FM used at the field for many years to come. It's become a rapidly less expensive option for folks to use FM and it still works just as good as ever. This points out the need for us to maintain a good set of safe habits even if it is unnecessary most of the time.

Back to the topic at hand. We recently discovered a new way to get in trouble with some of the new equipment. Here is the sequence of events as we re-created it after the fact. A student flier, nearing his solo, came out to the field and had an instructor take him up. During the flight the student decided to try out his newly programmed dual rates. As he switched back and forth many times to get a feel for how much change he could feel in the airplane the instructor decided he would switch rates along with the student so keep his transmitter "feeling" exactly what the student did. This all sounds harmless enough. The master box here was a Spektrum DX5e. Here is an excerpt from the user manual on how to place the DX5e in a low power transmit mode in order to perform a range check:

["Pull and hold the trainer switch while toggling the HI/LO Rate Switch four times."](#)

We can't be sure of course, but it appears that this is exactly what the instructor did while tracking the motions of the student! We can all question whether or not this was the actual sequence of events or whether we would have done the same, etc... but it points out that we all need to be familiar with all of the features of our equipment so that we don't have to learn the hard way. In this instance, the airplane found it's way to the tree line North of the field and attempted to knock over a very large tree... several times... with it's nose, wings, tail feathers etc... I predict the tree will survive for many years to come. The airplane (at least the parts that could be found) is in the county landfill.

This brings up another question about the use of the technology. Did the owner have the proper failsafe feature set? Did the instructor check to make sure? We all know the failsafe may not have been enough to save the plane in this case, but in some cases it will. Again an excerpt from the manual regarding binding and setting the failsafe settings:

[Pull and hold the trainer switch on the top of the transmitter while turning on the power switch. Release the trainer switch once the LEDs on the front of the transmitter flash, and a series of tones are heard. Within a few seconds the system should connect. Once connected the LED on the receiver will go solid indicating the system is connected.](#)

[**Note:** Continuing to hold the trainer switch during the binding process will prevent preset failsafe positions from being learned by the receiver.](#)

We believe that in this case the failsafe probably was configured correctly but looking at that final note made me wonder how many are not. Unfortunately when the "range check" occurred the plane was probably 200 yards away and there was no way the receiver was going to "hear" the transmitter over that distance at the reduced power output that is used for this mode. By the time the trainer switch was released the airplane could not be recovered in time for the instructor to understand what had occurred and regain control. The plane was already in a strange attitude and about to impact the trees. Whether the instructor radio ever got control back or not is unknown, though we suspect it did right after the first impact! All we know, is it wasn't in time. After the fact, all radio checks showed a functional system. Batteries were in excellent shape and range checks all pass with flying colors. No pun intended.

The owner has spoken with the manufacturer and they agree that this is a likely scenario that fits the known facts. Let's all try to learn from this and keep this from happening again. For the safety of our airplanes as well as our members.



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Coming Events

Club Freeze Flyin—January 1—9am **Reminder that you will need to have your 2010 AMA to fly after 31 Dec.**