

# *The RCRC Prop-wash..... November 2009*

## *River City Radio Controllers*

E. P. "Tom" Sawyer State Park  
Louisville, KY



[www.rcrcky.com](http://www.rcrcky.com)

A.M.A. Gold Leader Club #1263

### **Club Meeting:**

E.P. "Tom" Sawyer State Park  
Administrative Building  
7:30 PM - 1<sup>st</sup> Wednesday of each month

### **Training Night**

E.P. "Tom" Sawyer State Park  
The RCRCKY Airfield  
6:00PM – dark - March through October on  
Mondays during daylight savings time

### **Officers:**

President	Bill Fluke
Vice Pres.	Tim Evans
Treasurer	Jim Schroder
Secretary	Tim Hardin
Safety	Doug Bailey

### **Upcoming Events:**

November 24 – Board Meeting – 7:00PM  
Sawyer Park Admin Building

December 1 – General Meeting – 7:30PM  
Sawyer Park Admin Building

### **Board Members:**

Doug Bailey  
Doug Blakeman  
Travis Collard  
Tom Hohman  
Jim Trombetti

## **The Take-Off...**

We have had some fairly nice days this past month and I took advantage on one of those days to maiden my Cloud Dancer one Friday afternoon, and followed up the next Friday afternoon by flying some mild aerobatics. I was a little uncomfortable making the maiden flight as the previous plane I maiden didn't do so well on the second flight – dead stick at low altitude and out of runway at an unfamiliar field. While driving to our field, I was hoping no one would be around, but there was a whole group of guys there taking advantage of the nice weather as well.



The O.S. 46AX cranked over with ease; was purring at low idle and transitioning smoothly up to high idle. It felt like everyone there was watching me and I will admit it made me nervous. I almost thought about packing her up and taking her home because of the crowd. Instead, I decided to put her out on the runway and taxi her around for a bit. No one else was flying at the time, and I thought to myself - just put her up into the air.... what ever happens; happens.

She flew great! It was a little twitchy in some of the turns as she would roll right over onto her side so I just had to lay off the ailerons a little bit. If there is one thing I learned from my experience out in Kansas; it's to maiden a plane slowly the first few flights (and at a higher altitude than I typically fly). I flew her slow, to see how she would glide and handle as she stalled. I only flew her twice that day and I have to admit that it was a good confidence builder flying her in front of those people that afternoon. The following Friday, she flew just as well, and I found myself at ease flying her. She is quite a little gem to fly!



On another note, if you haven't been out to the field in the past few weeks, you probably haven't seen the new fence that was installed to replace the cable fence. It certainly looks a lot better than the cable barrier we had, and will make the job of fencing off the crowd at Wings for Kids a much easier task – almost no task at all.

You may also notice that there is a handicap parking spot in

front of the pavilion for those club members who have difficulty getting around. Please do not park in this spot unless you truly have a reason to do so.



### **October 2009 General Meeting Highlights...**

Discussion took place regarding the treasurer's report and proceeds from the "Warbirds over Louisville - 2009" fly in. It looks like the club netted approximately \$742 from this fly in.

Member Doug Shaw stated that a lot of people are not placing their pins in the flight box while flying at our field. Discussion followed that our club rules stipulate that each flyer must have an AMA card with current RCRC sticker to fly at our field. While flying, each pilot's AMA card must be placed in the pin box, and the appropriate pin hung on their radio (either antenna or handle on back of radio, or someplace visible on their person). Club members are asked to remind those members who are not following the rule to do so. If it becomes habitual with certain pilots, please notify any of the board members or safety officer (Doug Bailey) to deal with that person.

Along this same subject, it was brought to some board members' attention that alcoholic beverages have been showing up at the flying field. It was brought up by another club member that E.P. Tom Sawyer Park rules stipulate that no alcoholic beverages are permitted in the park. Pilots are in no way supposed to be consuming

alcoholic beverages and flying at the field. Please refrain from bringing alcoholic beverages into the park, especially around the field.

There was a report of a serious accident at the Louisville Radio Control Club (McNeely Lake Air Field) in which a member was seriously injured when an artery in his arm was cut by a propeller on a running engine. Facts are not clear as to whether he just got his arm in the pro, or if the strap from his radio got caught in the prop and he used his arm to shield his face from the airplane. It took nearly 45 minutes for the ambulance to find and attend to this person. Needless to say, this hobby can have a dangerous, and lethal, side to it if one is not careful. More information can be found below in the Tech Tips section.

I offered an update on the F-22 combat foamy build. Since the last new letter, only one person has emailed me an order for the parts/pieces to build the plane. Unless we get some more people interested in this build, we might scrap it. There was a lot of interest earlier this fall; perhaps it is just the time of year. If you are interested, please refer back to the October news letter and see the *Features...* section.

The project to replace the current cable-barrier fence with a wooden fence was approved by E.P. Tom Sawyer Park and by personnel in Frankfort. As noted above, the fence has since been installed.

Bids were being solicited to re-seal the runway. Large cracks are developing on certain parts of the runway that need to be addressed before they worsen even more with this winter's ground freezing.

Elections were held at this meeting. Tim Evans was elected as Vice President. Doug Blakeman, Travis Collard, and Jim Trombetti were elected as Board Members.

The large wind sock behind the pit area is in need of replacement. It was decided to purchase two wind socks so we have a spare on hand. I also suggested that a spare be purchased for the smaller wind sock across the field so we have a spare for that one as well. The new wind sock has since been installed.

Doug Blakeman brought an electric-powered seaplane he built out of foam. It was not discussed during meeting but I was able to get a picture of him, with his plane, after the meeting.



## **RC Shows**



The [Ohio River View RC Flyers](#) hosted a fun fly this past month. Conditions were quite windy, yet several people put their airplanes into the air. There was a wide range of aircraft there, including some turbine jets, aerobatic airplanes, war birds, and sport planes. Bob Jackson flew his P-47 Thunderbolt and John McDill his RAF Spitfire while I was there. There were several RCRC members there.



It was my first time seeing this field and I was amazed as to the care and thought that has been put into setting up this airfield. Several of us saw ideas that could be incorporated into our club's field; most notably an updated pin box.

### **Tech Tips...**

For those of you who are kind of new to the hobby, as am I, probably find yourselves contemplating or finishing airplanes with motors you have not fielded before. I have started moving up to some larger planes, and equipping some planes with four stroke engines, and am struggling a bit trying to keep straight what propeller combinations can be used with which engines. I came across a website ([Western RC Flyers – Prop Chart](#)) that had a good start that I refer back to occasionally. While in Scale Reproductions this past weekend, I jotted down a list of suggested propellers for different sized engines (provided below) that might be a quick reference guide or starting point for you. You should always consult your engine's operation manual to verify correct propeller selection.

<b>2 Stroke Engines</b>	<b>Suggested Starting Propeller</b>	<b>Suitable Propeller Combinations</b>
<b>.15</b>	8x4	8x5, 8x6, 9x4
<b>.19-.25</b>	9x4	8x5, 8x6, 9x4
<b>.36</b>	10x6	9x7, 10x5, 11x4
<b>.40</b>	10x6	9x8, 11x5
<b>.45</b>	10x7	10x6, 11x5, 11x6, 12x4
<b>.50</b>	11x6	10x7, 12x8, 13x6, 14x4
<b>.60-.61</b>	11x7	11x7.5, 11x7.75, 11x8, 12x6
<b>.70</b>	12x6	11x8, 12x8, 13x6, 14x4
<b>.90-.91</b>	14x6	13x8, 15x6, 16x5
<b>1.08</b>	16x6	15x8, 20x6
<b>1.2</b>	16x8	16x10, 18x5, 18x6
<b>1.5</b>	18x6	16x10, 20x6, 20x8, 22x6
<b>1.8</b>	18x8	19x10, 20x6, 20x8, 22x6
<b>2.0</b>	20x8	18x10, 20x6, 20x10, 22x6, 22x8

<b>4 Stroke Engines</b>	<b>Suggested Starting Propeller</b>	<b>Suitable Propeller Combinations</b>
<b>.20-.21</b>	9x6	9x5, 10x5
<b>.40</b>	11x6	10x6,10x7, 11x4, 11x5, 11x7, 11x7.5; 12x4, 12x5
<b>.45-.48</b>	11x6	10x6,10x7, 10x8, 11x7,11x7.5, 12x4, 12x5, 12x6
<b>.60-.65</b>	12x6	11x7.5, 11x7.75, 12x8; 13x5,13x6, 14x5,14x6
<b>.80</b>	13x6	12x8, 13x8, 14x4, 14x6
<b>.90</b>	14x6	13x6, 14x8, 15x6, 16x6
<b>1.20</b>	16x6	14x8, 15x6, 15x8, 16x8, 17x6,18x5, 18x6
<b>1.60</b>	18x6	15x6, 15x8, 16x8, 18x6,18x8, 20x6
<b>2.40</b>	18x10	18x12, 20x8, 20x10
<b>2.70</b>	20x8	18x10, 18x12, 20x10
<b>3.0</b>	20x10	18x12, 22x8

While on the subject of propellers, our safety officer, Doug Bailey, provided the following information to be included in the news letter. This comes on the heels of an incident that took place over at the Louisville Radio Control Club (McNeely Lake) last month as described in the *Meeting Highlights...* section above:

### *Make those prop tips VISIBLE!*

Probably the single factor that is more dangerous in big models than standard birds is our props. The big clubs that we swing cover a lot more space, and a lot of our "Old-timers" are sporting scars from tangling with them. There are a couple of people who collected more than just a couple of scars.

Many times simple visibility contributes heavily to this problem. Our prop tips seem to disappear more while running than the smaller props, and is easy to misjudge exactly where they are. A little carelessness, coupled with an invisible danger, can produce a lot of blood!

Other than being forever aware of our props, and being careful, the one thing we can do is to improve the visibility of the running propeller. The way to do this is to paint the prop tips with a high-visibility color. By actual test, by far the most effective color is WHITE. White is so superior that I won't even recommend anything else.

Before painting your prop tips, smooth all edges of the prop, and carefully balance it. (The PRATHER prop balancer is simple, cheap, and quite good for this job if you don't already have a balancer.). Sand the areas you will paint with 400-grit paper to give the paint a good grip.

In order to get exactly equal tips, fill a small cup with paint to the same depth as you want the paint on your tips. Then carefully dip each tip into the paint until the tip hits the bottom. Pull out the tip, allow it to drain for a few seconds, and then being careful not to disturb the paint line established by the dipping, wipe off the excess paint with a brush. Repeat for the opposite tip.

After the paint dries, recheck the balance.

When you run the white-tipped prop, you will be amazed at the high running visibility. Even high up in the air, you will easily see the tips. Being able to easily see these tips will make you much less likely to tangle with them.

As a side note, one day while at the field last year, member Bob Jackson was talking to me and he pointed out that I should paint the tips of my propellers so I can see them better when the engine is running. Since then, I have painted/colored a lot of the propellers on my airplanes. I actually use permanent markers (red or blue) or paint pens (for white and yellow).

Some of the colors have faded/bled but are still strong enough to show where the tips of my props are while the engine is running so I know to keep fingers, clothing, and the radio away from it.



### *Features...*

If you have a plane, helicopter, or other piece of equipment you think might be interesting to other members and are willing to share, please write up a commentary on it, snap a couple of pictures and send them to

[newsletter@rcrcky.com](mailto:newsletter@rcrcky.com). It definitely makes for a “better read” of our news letter. I know there are a lot of great-looking planes in our club and it sure would be nice to see and hear about them....

I was really hoping that some of our members would step forward and offer some photos and short write-ups on some of the planes they have built, customized, or fly. My intent with this section was to highlight aircraft and promote an exchange of information and ideas that other pilots might apply to their own aircraft. To date, only a couple of members have taken the time to share some of their knowledge and experiences. This month, I really have nothing to add regarding any of my own planes. Perhaps one of our club members will take a few minutes to send some photos and a small write-up for next month’s news letter.

### ***Back to the Hangar...***

I haven’t been able to fly the past in about two weeks. Jim, my friend in Kansas, had to rub it in that he flew several times this past Saturday, and is already making progress on one of his winter build projects. We are planning another build-off between us and as of now, it looks like I will be hard pressed to start anything yet this calendar year. On the bright side, I am making points at home by making some progress in our basement, which goes a long way on keeping my wife Jenny happy. I will say that things are so torn up right now that there is no room to even contemplate starting a build. Hopefully, I can get things together enough to start a build around Christmas time.