

Safety Message

December 2019

Holiday greetings to one and all from your NEW 2020 TCRCM Safety Officer.

When discussing accepting this appointment with President John Patton I expressed to him that I saw this job as more of a Safety Educator. John agreed, and so I read the bylaws to see what are the duties of the Safety Officer. I found the bylaws stated the Safety Officer is a **“promoter and mentor of safety awareness with a willingness to teach others, but is not the ‘field police.’”** With this in mind I am pleased to serve the club in this capacity. As an educator I plan to try to remind folks of safety practices. In the considerable time I’ve spent at a variety of flying fields over many years I’ve witnessed many safety rule violations – and even have had a few incursions myself. That said, I’ve only seen one person intentionally violate safety rules in all this time. A vast majority of safety practice violations are forgetful or accidental in nature, but even these incidents, which are not willful can lead to catastrophic results. That said, I plan to write a monthly column on safety in order to keep safety at the forefront of our considerations. This is the maiden voyage of that column.

It’s winter and cold as heck at the field so most of us will be spending more time in the shop than at the field. Neither AMA nor TCRCM have safety guidelines for work at home because neither have liability in that case. Just the same, the most devastating injuries I’ve seen in this hobby have occurred in the shop. Knives, power tools, propellers, and vapors all need to be treated with mindful respect. I’ve seen and had many minor cuts and burns from Xacto blades, razor blades, and hot solder – but in several cases the most devastating injuries in the shop I’ve had and witnessed have come from propellers, especially on electric models.



Remove prop when working in the shop.

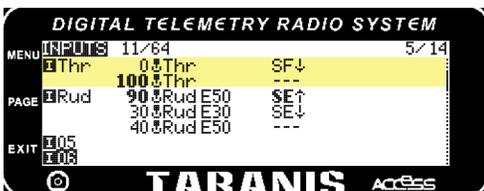
Two points I want to make here.

1. **When working with the model remove the propeller until all setup is completed**
2. **Figure out how to set a switch on your radio to disable the motor and use it all the time; except when flying. If your radio won’t allow you to set up a disable switch – then get a new radio.**



All radios will have a different procedure for setting up a disable switch. Even within a specific brand different radios do this different ways. Thus I can’t know or show every scenario. Since I use OpenTX which will work on all FrSky radios and some others I’ll show a simple way to set up the disable switch on FrSky. I have two images– one showing the setup using OpenTX companion, and the other showing how it looks in the Transmitter. In either case, the first line shows when the switch is in the position closest to the pilot the movement is 0 and the offset is set to -100. If the “F” switch is not in that position then the next line will be implemented in which normal throttle is enabled. There is also a method to use a switch to override a channel output effecting a similar result, and numerous more complex methods which employ logic switches to require two factors to arm the prop.

A final word on these accident images. All 3 images are taken from pilots in Richland who fly or have flown @ TCRCM. These are not canned images from somewhere else.



Setup	Flight Modes	Inputs	Mixes	Outputs	Curves	Logical Switches	Special
I1:Ail		Ail Weight (+90%)	Expo (65%)	Switch (SB+)			
		Ail Weight (+30%)	Expo (30%)	Switch (SB-)			
		Ail Weight (+60%)	Expo (40%)				
I2:Ele		Ele Weight (+90%)	Expo (65%)	Switch (SA+)			
		Ele Weight (+30%)	Expo (30%)	Switch (SA-)			
		Ele Weight (+60%)	Expo (40%)				
I3:Thr		Thr Weight (0%)	Switch (SF-)	Offset (-100%)			
		Thr Weight (+100%)					
I4:Rud		Rud Weight (+90%)	Expo (50%)	Switch (SE+)			
		Rud Weight (+30%)	Expo (30%)	Switch (SE-)			
		Rud Weight (+40%)	Expo (50%)				

