

the

Monitor

July

The MRCS Officers

2021

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Next Meeting: Date: July 7, 2021

Time: 6 p.m. or earlier **Place:** The Flying Field

What's In This Issue:

June Meeting - AKA Ladies' Night At the Field - A Safety Warning You've Heard MANY TIMES BEFORE! - Upcoming C.A.R.D.S. of Lansing 11th Annual Electric Fly In - 2021 Mowing Information - Upcoming Skymasters RC Club Night Fly and Bonfire - Upcoming Mid-Am - Upcoming Events

The June Meeting AKA Ladies' Night At the Field

While the much anticipated June Ladies' Night Potluck had to be postponed twice, Wednesday, June 16, turned out to be the perfect weather for this highly regarded event.

The weather could not have turned out better. The sky was beautiful for flying and the winds were down. The temperature was extremely comfortable and bugs were pretty much non-existent!

Greg Eilers and **Margie Sievert** did a great job of planning and coordinating the event, along with an able assist from **Arthur Deane**.

This was also a very, very special night, as we had a special guest of honor, **Mr. Bill Brown, Sr.** **Mr. Brown** had turned 100 years-old on Sunday, June 13, 2021. Bill is a LONG, LONG TIME MEMBER of the Midwest RC Society.

Many of Bill's family members also attended his event.

Besides the fried chicken and great potluck foods, there was also another birthday cake for Bill.



Once the cake was served, Greg asked Bill to relate one of the stories of his life. Bill kept the gathering enthralled with his journey through WWII. From the east coast through England and France and onto the Philippines, where he was to be involved with the invasion of Japan. Luckily, that never had to occur.

Helicopter Frequencies

21, 27, 29, 39, 41

Sailplane Frequencies

11, 12

He was sent to Japan, which, because of where he was stationed, he described as a beautiful land, as that area had not been bombed.



Bill had received a new Apprentice for his birthday and spent time flying it both before and after the potluck dinner.



Once everyone had eaten their fill of the great meal and cake, Greg offered any ladies present a chance to fly a plane on a buddy box. As a special incentive, Greg offered a gift certificate to any lady who gave it a try.

After a brief ground school, **Ken Myers**, with the very able assistance of **Dave Stacer**, took up three new pilots with Ken's RUA 2-4-10. The new pilots did a great job!



Buddy Boxing with Ken
Rick Sawicki Photo

As usual, the highlight of the flying evening was combat. **Lynn Morgan, Bill Brown, Jr., Dave Stacer** and **Denny Sumner** participated.

Their flying prowess awed the onlookers, and brought gasps from the crowd as the planes flew closer and closer. A cheer went up when someone cut the ribbon off one of the planes.

The "blood-thirsty" crowd urged the combatants on to fly closer and closer together. The melee continued until the crowd got what they were waiting for... BAM! Bill and Denny mid-aired and pieces rained to the ground. The crowd went wild with cheering, clapping and the like.



Denny's Combat Plane - OOPS!
Rick Sawicki Photo

With another round of applause, Lynn and Dave landed as co-victors.



Margie Sievert in the green top
Thanks Margie!!!
Rick Sawicki Photo

Everyone sat around talking, sharing stories and watching the flying for the rest of the beautiful evening.



As dusk approached, the folks started heading home after another great event at the flying field.

It could not have been a better night at the flying field for all involved.

Rick Sawicki, who'd been taking photos all evening, sent along the following message and link to the photos via email.

"Hi Folks,

The Midwest Ladies' Night Picnic was a fantastic success. We were blessed with beautiful weather and we had 'the best ever' turnout.

A special thanks to Greg, Margie and Arthur and all those who helped put this fantastic evening together.

Special acknowledgment to Bill Brown, Sr. who celebrated his 100th birthday with all of us along with several members of his family.

The entire evening can be relived over and over again through the pictures that froze some of the wonderful moments in time that happened during this memorable evening.

Hope you enjoy the pictures,
Rick Sawicki

Unfortunately Google pictures often scrambles the order that the pictures were taken in, sorry.

<https://photos.app.goo.gl/dzgbElIGzShmCQF98>

And from **Margie Sievert**:

"Thank you for all of the great pictures, it was so good to see all of you. Thanks to all that brought food.

Enjoyed the flying!
Margie"

A Safety Warning You've Heard MANY TIMES BEFORE!

From Midwest Member Ron Krause
I Am Lucky

Hi,

Just to give you an update, I had a plane prop cut my arm today at the flying field. Thank god it hit my arm and not my hand. There was a lot of blood. It just needed stitches.

I do too many dangerous hobbies. Every one has safe ways to be safe. It has been several years since I last flew. I forgot that I had a switch on my transmitter

to kill the motor. I forgot that one removes the battery from behind the airplane.

I am thinking that I was lucky today. It could have been much worse. I am thinking that at my age, perhaps I need to do just a few of my hobbies.

Perhaps I will just shoot my guns, do my wood working and figure out how to drive my new 35 foot motor boat that I got last summer.

Thank the guys at field for their care. I belong to 4 fly clubs and Midwest is my favorite.

Have a good day.

And in a follow up email:

Giving it more thought, I was sloppy, not stupid.

I came at the battery from the side. But then got sloppy as the motor switch was not turned off. I must have moved the plane into the transmitter. I was too close to the propellor. The torque of the engine moved prop into my arm. Bam!

But being sloppy is as Bad as being stupid.

Ron K.

Thanks to the fast action of the guys at the Midwest flying field that day, Ron is stitched up and okay after his close call.

MY Procedures For Trying to Keep ME and MY Parts Away from the Prop, Which May Decide to Start at Any Moment

I thought that now would be a good time to review MY procedures to try and make sure that that kind of accident does not happen to others.

At Home:

Ron noted that he did have a “throttle lock/cut” set up on his transmitter, but that he had failed to use it.

I use the Tactic brand of RC “computer” radio, but most “computer” radio systems do have a way to put a “channel lock/cut” on a switch.

The last thing that I do, when completing the new setup of a plane at home is to set up the “channel lock/cut”, and then I test it on the bench.

There are several articles in previous *Ampeers* on how to set up a “channel lock/cut”.

An Alternate Throttle Lock Method for Spektrum Radios

From Bob Comerford, Glen Innes, Australia

<http://theampeer.org/ampeer/ampfeb15/ampfeb15.htm#LOCK>

A Better Way to Set Up the Throttle Cut Feature on the Tactic TTX650 to be Used as a Throttle Lock

From Roger Wilfong, EFO Member

<http://theampeer.org/ampeer/ampjan14/ampjan14.htm#LOCK>

Tactic Brand Radio: A Follow Up

By Ken Myers

It the section titled “One way to turn the THROTTLE CUT function of the Tactic TTX650 into a throttle LOCK”

<http://theampeer.org/ampeer/ampnov13/ampnov13.htm#TTX650>

If you are not sure how to set up a “throttle lock/cut”, I have reprinted “A Quick and Easy Throttle Lock for Non-computer Radios and the Spektrum DX-6i”, By Ken Myers. It originally appeared in the January 2015 *Ampeer*.

<http://theampeer.org/ampeer/ampjan15/ampjan15.htm#LOCK>



A Quick and Easy Throttle Lock for Non-computer Radios and the Spektrum DX-6i



By Ken Myers

The following is NOT my original idea. I cannot remember where I first saw it, but was BEFORE “computer” radios were common, and it came in very handy at our flying field this past summer (2015).

One of our young pilots had an incident when he retrieved his plane from the flying field. As he was walking back to the pit area, he accidentally bumped the throttle on his non-computer type radio with no throttle lock. The prop spun up and nicked his arm, causing a small gash.

Once I saw what had happened, and we'd applied some first aid, I grabbed some rubber bands and applied this method to all of the radios at the field that day with no throttle lock.

It was sort of like closing the barn door after the horse got out, but I now apply the rubber band throttle lock to all of my student pilots' radios, computerized or not, since most of them do not set up a throttle lock function.

At the Flying Field:

I get the plane ready to load the battery.

I turn on transmitter.

I hook up the battery from behind the plane.

Some of the electronic speed controls (ESCs) that I use will not arm if it is not receiving a signal from the receiver, so I do have my throttle cut in the throttle ON position when I hook up the battery, while I stay clear of the prop. I do not strap the battery into position until I am sure that the throttle cut is working and the switch is in the OFF or LOCK position on my transmitter switch. I then strap in the battery and carefully move the plane to position it for take off. Once I'm actually ready to take off or launch the plane, the last thing I do is turn off the throttle lock switch.

Does this mean that I won't have an accident? Probably not, but it certainly lowers the chances.

I did mention that some ESCs won't arm unless they are receiving a signal from the receiver. The key word in that sentence is SOME! That also means that there are some ESCs out there that will arm without a signal from the receiver.

I was at the flying field on Saturday, June 12, for the EFO flying meeting.

I was asked to test fly a plane for a fellow. I didn't know how to program his transmitter for a throttle lock/cutoff, so I used the rubber band trick while checking out his plane for flight readiness on the ground.

Thanks to EFO and Midwest member, **Denny Sumner**, the transmitter was set up with the throttle lock switch after the first flight.

The owner of the plane said that he'd studied the manual and didn't even know that it could be done. Now he does.

Let's still be careful out there!

The Upcoming C.A.R.D.S. of Lansing 11th Annual Electric Fly In
from Marv Thompson

Friday August 27 1:00 p.m. to 9:00 p.m. and
Saturday August 28 from 9:00 a.m. to 9:00 p.m.

Pilot and Aircraft Requirements:

Current AMA — Open to All RC Electric planes, helicopters, and multicopters.

Social Distancing and Other Michigan Covid Requirements Current to the Event Will Be Followed.

Email or Text CD For any Updates

Pizza Lunch for Pilots on Saturday (Will be served if necessary)

Water and Pop will be available

Landing Fees: \$15

Marv Thomson/CD 517 802 7675

mthomson@wowway.com

Website: www.cardsrc.com

8328 Otto Rd, Grand Ledge, Mi 48837

Spectators Welcome

The field will be open for guests to fly on Sunday as well.



	May----	June----	July----	August--	September	October
No.4 Team Captain Bill Brown Jr. 313-268-4167	12	9	7	4	1, 29	27
No.1 Team Captain Roger Wilfong 248-349-9079	19	16	14	11	8	6
No.2 Team Captain Dennis Sumner 734-658-7931	26	23	21	18	15	13
No.3 Team Captain David Stacer 313-318-3288	5	2, 30	28	25	22	20

2021 Mowing Information

Please Note:

1. The mowing schedule is presented as a general mowing guide to help insure that the field is mowed at least once a week.
2. As shown each of the 4 mowing teams usually have a period of 4 weeks between their respective turns to mow, but this is subject to change (see below).
3. The schedule is NOT intended to be an unbending, all encompassing rule that covers every situation.
4. Each Team Captain is empowered to adjust his team's mowing time and day if required due to weather, special events or another reason; he is responsible for communicating his adjustments to all the members of his team.
5. In case of vacation or a leave of absence, it is the Team Captain's responsibility to swap weeks with another Team Captain.
6. Additional cuttings are at the discretion of the Team Captains.
7. The attached schedule will NOT be modified for any of the changes listed in items 4, 5 or 6.

**Wednesday is mowing day (weather permitting)
otherwise Thursday before 6 p.m.**

Typical Mowing times: (TBD)

Flight Instructors, please consult the mowing schedule and mowing team leader prior to scheduling training sessions to avoid conflicts.

Team members, PLEASE call your team leader if you are unable to show up for field work. All team members must check with their Team Leader for the actual mowing time.

Any team member whose personal schedule conflicts with his team's mowing schedule should

contact Bill Brown, 248 379-4935, for reassignment to another team.

Midwest R.C. Field		7 Mile Road	Year 2021	Mowing Teams	
No. 1 Team	AM			No. 2 Team	PM
Roger Wilfong	248-349-9079			Dennis Sumner	734-658-7931
Alan Minsterman	734-673-7863			Arnold Nielsen	248-305-8264
Tom Cwynar	248-437-0602			John Gavasso	248-553-4783
Ron Krause	248-420-6678				
No. 3 Team	PM			No. 4 Team	AM
David Stacer	313-318-3288			Bill Brown Jr.	313-268-4167
Ken Myers	248-669-8124			Norm Peters	734-961-7975
Richard Sawicki	248-685-7056			Jim Lapham	248-342-5405
Jim McDonald	248-376-0857			Ted Flack	248-804-5468

ALL TEAM LEADERS AND MEMBERS MUST BE CHECKED OUT BEFORE RUNNING ANY OF THE EQUIPMENT USED TO TAKE CARE OF THE PARKING AREA OR FLYING FIELD.

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SAFETY FIRST

NO SMOKING IN OR AROUND THE STORAGE AREAS!

NO REFUELING of EQUIPMENT INSIDE THE STORAGE CONTAINERS!

All Hand and Riding mowers:

Check oil before mowing!

Ford Tractor Rules:

Check oil and water before mowing!

Do not exceed 1850 RPM!

Always mow in 2nd Gear- never in 3rd Gear!

No high speed turns!

Keep cut grass away from the grill and the radiator!

Report any equipment problems to Bill Brown, Jr. 313-268-4167 or Roger Wilfong 248-349-9079.

Upcoming Skymasters RC Club Night Fly and Bonfire

From Pete Foss via email

Saturday, June 26, 2021 Night Fly with Bonfire
Event Flying starts at 6PM

Bring you own refreshments for the bonfire after flying

NO FOOD OR DRINKS WILL BE AVAILABLE.
MASKS REQUIRED UNLESS 6 FOOT SEPARATION.

Flying open to AMA members.

94dBa at 10 feet enforced

Flying field is located within the Bald Mountain Recreation Area, about 5 miles north of the Palace of Auburn Hills on Scripps Road between Lapeer Rd (M24) and Joslyn Rd.

For more information email
president@skymasters.org

Event Flyer at

<http://www.skymasters.org/index.php?page=events&pdflyer=data/flyers/2021/2021nightfly.pdf>

37th Annual Mid-America Electric Flies 2021

AMA Sanctioned Event (Proof of AMA/MAAC membership required to fly)

Saturday, July 10 & Sunday, July 11, 2021

Hosted by the:

Ann Arbor Falcons and Electric Flyers Only

The 7 Mile Rd. Flying Site, Salem Twp., MI, is
Provided by the:

Midwest R/C Society

Contest Directors are:

Ken Myers phone (248) 669-8124 or email
kmyersefo@mac.org – <http://www.theampeer.org> for updates & info

Keith Shaw (734) 973-6309

Flying both days is at the Midwest R/C Society
Flying Field - 7 Mile Rd., Salem Twp., MI

Registration: 9 A.M. **Saturday**

Event Flying from 10 A.M. to 4 P.M. Saturday

Open Flying 10 A.M. Until You Leave Sunday

(Open Flying Saturday after the Event & All Day Sunday)

No Pilot Landing Fee

No Parking Donation Will Be Requested from Spectators

Awards on Saturday Only!

Best Scale
Most Beautiful

Best Mini-Electric
Best Multi-motor
Best Sport Plane
Foam Flurry for NCM aircraft
CDs' Choice

Planes Must Fly To Be Considered for Any Award
Plaques for winner in each category

The Field is Open for Open Flying All Day Friday
Night Flying Possible, Weather Permitting, Friday &
Saturday Nights

POSSIBLE Field Lunch (hot dogs, chips, water or
pop) Available on Saturday - depends on COVID
protocols

POSSIBLE Burgers, Brats and Potluck on Saturday
evening for Pilots & Their Guests - depends on
COVID protocols

Come and join us for two days of fun and relaxed
electric flying.

The NCM (Not Conventional Materials) Event

Traditionally, model aircraft airframes have been mostly constructed from balsa wood, plywood, spruce, and fiberglass. For the purposes of this meet, NCM airframes are mostly constructed from not conventional materials i.e.; sheet foam, foam board, cardboard, block foam, foam insulation material, etc.

Foam Flurry for NCM aircraft: This is a true event. It is based upon the all up/last down event of early electric meets. Any NCM aircraft may be used (no ARF types). Power systems are limited to a maximum of 3S (no paralleling) LiPo batteries or 4S maximum, no paralleling, for A123 packs. All planes qualifying for this event will launch at the same time, and the last one to land will be declared the winner.

To change your email address contact Ken Myers at kmyersefo@mac.com

**The 2021 membership application is available at the club Web site,
<http://www.midwestrcsociety.org>,
for downloading with the link on the homepage.**

Upcoming Events:

June through September 2021, Weekly Float Flying on Wednesday Morning at Addison Oaks sponsored by the Romeo Skyhawks RC Club (details in this issue)

July 7, Wednesday, Midwest RC Society Monthly meeting, 6 p.m. or earlier for best parking.

July 10 & 11, Saturday and Sunday, 37th Annual Mid-America Electric Flies, AKA the Mid-Am. (details in this issue)

August 27 & 28, Friday and Saturday, C.A.R.D.S. of Lansing 11th Annual Electric Fly In (details in this issue)

Midwest RC Monitor
Editor: Ken Myers
1911 Bradshaw Ct.
Commerce Twp., MI 48390

The Next Meeting:
Date: July 7, 2021
Time: 6 p.m. or earlier for best parking!
Place: The 7 Mile Rd. Flying Field