

# LVRC

## LAS Vegas Radio Control

### Club Newsletter

President: **Richard Huffman** Vice-President: **Alan Szabo Sr.** Secretary: **Nelson Segal** Treasurer: **Roger Walkemeyer** Newsletter & Web Site Editor: **Roger Walkemeyer** V/P Membership: **Alan Szabo Sr.**

Web: [www.lvrconline.com](http://www.lvrconline.com) Mail: LVRC c/o Rogers Repair Service 3305 W. Spring Mtn. Rd #60 Las Vegas, NV. 89102

March, 2002 Issue

Next meeting is Thursday, March 21st. at 7:30 pm.

The past couple of months have been showing off some of the best flying weather that anyone could hope for. A little chilly in the mornings but slow winds and clear sky for the most part.

Many thanks to those of you that have offered your sacrifices to the gods of radio control and have had your sacrifices accepted.

The swamp god has devoured all you have sent it and has been appeased.

The wind goddess has seen, has tasted, and has accepted your offerings.

The mighty orientation demons have made their call and have been answered with wayward upside down, up elevator commands.

Even the almighty "I ain't got it" fire breathing dragon has accepted "our" offerings.

It is at a time like this that we should all take a moment, to give thanks. To those of us, and we all know whom we are, who have so valiantly and without a single selfish thought, placed our own valuable aircraft into that huge gaping maw of the gods of R/C flight.

And have seen those \*&^%##%\*'s EAT EVERY LAST PIECE.

Bless you O gentle souls. For your sacrifices. For your unselfish dedication to others. We feel your pain.

Now on to other things.



Sorry about the lack of a February newsletter but the dog ate it. (he is small but eats a lot)

The February meeting went well and a lot of subjects were discussed and Rich kept it moving along nicely.

The results of the Heli-Fun Fly were presented and we had 93 pilot entries and about 300 heli's. The manufacturers were well represented and had some new products. Thanks to the many people that helped out with the event. Your assistance was what made the event a presentation to be proud of.

The 2002 schedule is posted on the web site for the review of anyone that wants to refer to it during the year.

Check out the web site for information for this falls "Big Bird Fly In" "LVRC Giant Scale fly In". there are entry forms, maps, hotels, rules and lots of other information at the site.

**ASSISTANCE** will be needed at the **IMAC EVENT on the 23<sup>rd</sup> and 24<sup>th</sup> of March. Bennett Field.** **Contact Steve Lingle** at the meeting or preferably before the meeting to offer your help.

**Trainer planes and volunteers** to be instructors at the **R/C INTRO DAY (R/C 101) Saturday, March 30** will be needed. Please contact Roger Walkemeyer at the meeting or by e-mail from the web site. We are expecting a good turnout. Lets give the new prospective pilots a good showing. Thanks. Roger.

**ASSISTANCE** will be needed at the **SCAT EVENT on the 13<sup>th</sup> and 14<sup>th</sup> of April. North Field.**

### **Prop Problems:**

#### **How Not to Trim Your Fingernails**

WACK! "Sonofa... Gee that hurts! Let's see, 1, 2, 3, 4, and 5. Yep, I still have all of my fingers although that one is bleeding."

We've all done it or know someone who has stuck a finger in a running prop. Sometimes, when you work with something for a long time, you get oblivious to the dangers involved. Spinning props are dangerous, and some are so sharp that you can cut a steak with them. Despite what others may say, these airplanes are not toys and must be treated with respect and caution, or they will hurt you.

Familiarity breeds contempt.

With cold weather behind us, and all the great flying days ahead, let's not forget to take the time to remember good flying habits.

Most of the time, a finger in the prop will produce pain and bleeding, but there is no serious harm done. However, this can be a very serious injury with the loss of a body part as a result. There are a few things that we can do to prevent this:

- Never reach over or around a spinning prop. Move to the rear of your airplane to adjust the needle valve if need be.
- Use a remote glow starter, so you do not have to put your hands near the spinning prop. This is how I got my finger caught in the prop. I tried to reach through a spinning prop rather than around it, and I learned my lesson--the hard way!
- Paint the tips of your props white. This will make them easier to see. Remember to balance the prop after you've painted it. If you must reach over or around a spinning prop, use exaggerated movements to keep your hands clear.
- Do not wear any loose clothing or jewelry.
- If you start your engine by hand, wear a heavy leather glove, and push the prop down and not up. This will naturally move your hand away.
- Use a tie-down on your airplane. This will keep both hands free. Better yet, have someone else hold it for you.
- Plan ahead on what you are doing. Even the Nascar crews practice changing tires.
- Never fly alone or without a first-aid kit. If your normal flying buddies can't make it, get the club

roster and call someone new. You might just make their day and get a new friend in the bargain. This way, if someone else is with you and something like this happens, you have help. You may not be able to drive if you lose a finger or get one mangled in a prop. Shock could set in very quickly, and it could kill you.

- If you do get a finger in a prop, use direct pressure to control any bleeding, and have someone else drive you to the hospital if needed. If you lose a finger, keep it dry and cool and take it with you to the hospital. The doctor may be able to reattach it.

Let's all do our part to be safe at the field and at home. We need each and everyone all in one piece. Remember, safety is not an accident. It's an attitude.