

# Safety Buzz from Satow Field, Jan. 2020

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Happy New Year for flight Safety

I want to take the opportunity of the New Year to encourage all members to review AMA's National Model Aircraft Safety Code and the AMA Safety Handbook. Both are available directly from our home page thanks to Danny. Also take a moment to review Rules and Regulations of Triad Aeromodelers, Inc.

I have been reminded of a couple of things by your fellow members and will mention them here.

- 1) Please make your flight recognizable to other active pilots by remaining at the flight line. Your presence there is seen by others more so than your plane in flight.
- 2) When you enter the gate to Satow Field, it must remain open for emergency access.
- 3) The Railroad R/W is off limits to flight. I enjoy waving a wing at passing engineers and hope to get a "toot" back one day. However, the RR is very protective of their r/w and our encroachment thereon will not be tolerated. Satow Field is pretty exquisite; we do not want to lose our right to fly.
- 4) **WATCH YOUR PROP!** (This will hence be my closing salutation.) Carefully maneuver around your prop, particularly when it is rotating. Loose clothing, T-shirts in the summer and heavier jackets in the cooler months can catch. Also, a recent article in *Model Aviation* reminds us to be cautious of staying clear of the **plane of your props rotation**. In the unlikely event that a spinning prop should shatter or otherwise fly free from your engine hub, it would become an extremely dangerous projectile.
- 5) Please consider the addition of a couple of items to your "tool box". Band-Aids, a roll of gauze, and a blood clotting packet. The first aid kit in the hangar is not always accessible.
- 6) If the wind finally settles down to a steady direction, it's a good idea to generally fly a North or South pattern. We all do that, so I simply suggest we try keeping it more in mind. Upwind along the runway and downwind over the tall grass. If the windsock is extended toward the RR, we have a south wind and will be landing from the north (your downwind approach turn is at the RR.) Takeoffs and landings originate from the north, thus it is a NORTH PATTERN. I would suggest we simply state "North takeoff" or "North landing" (and vice versa). (This one is on me and is open to modification or rejection as ya'll see fit.)

"Watch your prop!" And fly pretty.

Chuck