



HI-SKY R/C FLYER

April 2006

Volume 35 Issue 4

President: Gene Laughlin
Vice President: Bruce Hoover
AMA Charter Club #851

Treasurer: Ed Anderson
Secretary: David Harrell
www.hiskyrc.com

Meeting:

The April 2006 meeting will be at The First Baptist Church Activity Building April 4, 2006. The meeting will start at 7:00 PM.

Warning:

Now is the time to beware of snakes. The days are getting warmer and the winter has not been very cold so they may be found at our flying sites. I am referring to Rattlesnakes and the other poisonous snakes. Just watch where you step.

HI SKY R/C Club Minutes: March 07, 2006

Meeting was held at the First Baptist Church Activity Center.

Gene Laughlin brought the meeting to order at 6:59 ½ pm. There were 11 members present including two guests. The minutes were approved as written.

Chester Tieman attended the meeting and thanked everyone for our concern during his illness.

Gene again thanked Henry Smith for the format and content of the newsletter.

Field Report: Scheduled a field clean up day for Saturday March 18 at 9 am. This is to prepare for the Fajita Fly-in on April 22 & 23.

Safety Report: None. (Fly safe).

Activities: AJ Lee has gotten all the sanctions in for this year.

Old Business: None.

New Business: Be prepared to plan /discuss/volunteer for

continued on page 2

INSIDE THIS ISSUE

- 1 Minutes
- 1 On Looking Backward
- 2 Picked Up Passing By
- 3 Calendar of Events
- 5 From the Robbins Nest
- 5 Safety in the Workshop

On Looking Backward...

By Bill Coombes

The other day I figured out that I have been playing with model airplanes for 52 years. My first model that I built being a Midwest "Sniffer," a little free flight model with an .049 engine. It actually flew, although I seem to recall that the firewall broke out of it on a hard landing. It's funny how those "firsts" stick with us. As I see the guys in the Hi-Sky RC club now, enjoying all the reliability of new engines and radios, the quality of the ARF's, the electric phenomena, I think about the "firsts" in our club, and the people who shaped it. Many of them have moved on, more than a few have passed away, but all of them contributed tremendously to the club and to many of the members.

By my recollection, the Hi-Sky RC club was born in the late 60's or early '70s, back when Peyton's Bicycle Shop was actually Peyton's Toys and Bikes. Prior to that, there was no RC club, although there were people who tried to fly the unreliable airplanes and radios of the day. Bill Lupardus, a former B-25 pilot in the Pacific, Dan Strong, a submariner from WW II, and Jim Bagwell were some of the men who flew from the run-up pad at Airpark, when Airpark was way out in the country. Dad and I joined them, having already flown RC in California. We had a Live Wire Cruiser with a Space Control proportional radio (VERY high dollar in 1960), then a variety of other airplanes. Porter Wallis, Don Thompson, Ish Curry, those were some others who came along during these early days in the '50s and '60s. I believe it was in the late 60's, when I was off at college, that the Hi-Sky RC club was born, and Charlie Ambrose, E.J. Gardner, Frank Miller, and a young Jim Ruple appeared. We flew at a variety of locations, including a dirt circle east of Ranchland Hill Country Club, a nice grass circle at the Polo Club, and a dirt square west of the Caterpillar dealership off of south Midkiff Road. About 1970 or so, Jim Hall came along and an agreement was made with Jim to use the skid pad at Rattlesnake Raceway, something that has been our permanent home ever since. (Sidebar: I would like to see the club do something very special for Jim this year. He still plays with RC models....I have many stories about Jim's racing airplanes and his own design RC helicopter...Maybe we can discuss this?)

Two of the strongest members of the club in those early days were Porter Wallis and Charlie Ambrose. Both men were tremendous influences on me. Porter is a master craftsman, someone who never shies away from a challenging project, and his fleet of airplanes always inspired me. I can't tell you how many hours I spent getting help from Porter, sitting in his shop, talking about airplanes. I miss having him in town. The club, and especially the younger members, is poorer because

continued on page 3

the Fajita Fly-in. We will need workers for the food concessions, transmitter impound, registration, etc. Jerry Houston brought up the issue of needing a smoother surface to fly off of at JC Kelly Park. Jim Ruple will check with the parks department about seeding an area with a different type of grass.

The Lock: The combination on the lock will be changed on the Saturday morning of March 18 at the work day. You will have to come to the next meeting or call an officer of the club to get the new lock combination. It is

Show and Tell:

Steven Bowers brought a Super Miss with a brushless motor/Phoenix 25 ESC and a new Spread Spectrum radio. You have to bind the receiver to the transmitter.

Mike Scott brought a 2 Dog R/C flat foam combat Hellcat with a BP12 brushless motor, a ProJetti delta with a brushless motor, and a Acro Baby mini sailplane with an outrunner brushless motor.

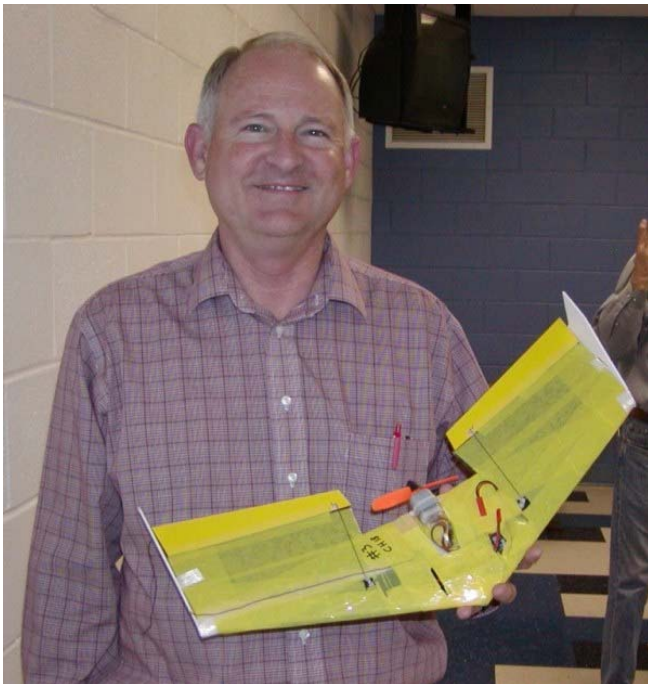
David Harrell brought a Edge R/C Pocket Combat Wing 250. It is made of EPP foam and uses a Johnson 250 motor with a GWS 4x4 prop.

The meeting adjourned at about 8:00pm.

Several members fly in the gym after the meeting.

Upcoming Events:

Midland Fajita Fly-in on April 22 & 23



David Harrell and his Pocket Combat Wing 250

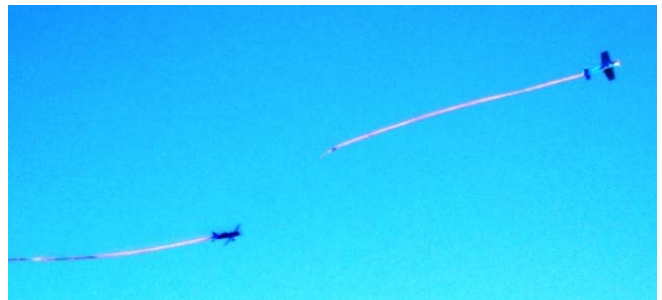
Picked Up Passing By:

I was given a chance to try indoor flying by none other than our club secretary, David Harrell, after the last meeting. I am glad he knew better than to let me try the Pocket Combat

wing. I didn't think that flying indoors was an easy task. My trial proved that. There are such things as walls, ceiling, and the floor. You have to fly within that perimeter or risk crashing. I realized that things were different when I tried to taxi and found that the rudder control did nothing. It has been many years since I flew a model without rudder control. I was told to "punch it" and after the ship was in the air, to throttle down. I did manage to miss the basketball goals somehow. I was in the 3 point range too. After a very short time, I headed for the ceiling and then straight for the floor. I am glad that the only damage was a broken prop.

Steven Bower's new Spektrum DX6 was interesting. I had been curious about that radio since I had seen a few write ups. The Spread Spectrum radio concept sounds great. This is similar technology to our cordless telephones that let numerous people use the same frequency without interference. The FCC rules state that all devices will transmit at less than one watt. There are 80 channels at 1 MHz spacing. Our 72 MHz radios are spaced 20 KHz apart. Here's another great property, the FCC requires all devices on the 2.4 GHz band to avoid all other users. If they don't they won't receive FCC type acceptance. Each transmitter has its own unique identifier code and the receiver "learns" the transmitter code. There are over 4.2 billion unique codes. Think about the odds of someone using your transmitter's code. Does this sound great, well I think so. I have had a cordless telephone that uses this technology for several years and it is great. My only question is when will it come out for the larger models and not just "park flyers".

In this issue you will find some pictures of electric combat. Mike Scott and Steven Bowers are trying this. They would like to know if anyone else is interested.



I hope this picture prints OK on your printer. Combat flying is interesting. Just trying to come close to cutting the streamer is a lot harder than you would think. If you have an interest in this aspect of our hobby call Mike Scott or Steven Bowers and get the details about the setup for the model.



CALENDAR OF EVENTS

FAJITA FLY-IN AND SWAP MEET

MIDLAND CLUB FIELD

APRIL 22, 2006

JOINT IMAC MIDLAND AND ODESSA

ODESSA CLUB FIELD

MAY 27 & 28, 2006

CAF ELECTRIC FLY-IN AND SWAP MEET

CAF HANGER AT MIDLAND INTERNATIONAL AIRPORT

JULY 15 & 16, 2006

\$10 Museum admission required each day

Odessa Big Bird Event

ODESSA CLUB FIELD

AUGUST 12 & 13, 2006

CALLIN' OF THE HOGS

MIDLAND CLUB FIELD

SEPTEMBER 16 & 17, 2006

West Tex Jet FX

Odessa Club Field

October ?, 2006

For Sale

Contact Bill Coombes at 689-8359 or email at:

snj24@earthlink.net

Top Flite Spitfire kit...60 size....complete NIB \$75.00

Top Flite Airacobra kit...60 size with cockpit kit \$75.00

World Models Clipped Wing Cub (electric power) ARF New in the box. \$60.00

Horizon Hobbies PT-19 (electric power) ARF Never flown, almost ready to go. \$60.00

If you have something to sell, let me know and I will list it here. My phone number is 570-6262 or email me at:

hksmith35@prodigy.net

Most people are as happy as they make up their minds to be. Abraham Lincoln

A life spent making mistakes is not only more honorable, but more useful than a life spent doing nothing.

George Bernard Shaw

he moved to Ft. Worth.

Charlie was a real character. A science teacher, he could be incredibly "bossy," and critical of poor building techniques and pointless flying errors. Lots of people just tolerated him, but I found that he was incredibly generous with his time, with his talent, and with the knowledge he had gained through his own experience. He loved to have "cutting edge" equipment, and he loved flying "Pattern" competition. It was because of him that the Hi-Sky RC Club got in the business of putting on contests, a tradition that continues to this day. It was at one of those early pattern contests that I met AJ Lee, along with other legendary RC guys like Ted White, Joe Gross, and Ed Couch. Ironically, Ed and Joe both still fly, but now they are enamored with indoor electrics. I saw them at our last two events at the CAF.

Leadership in the club has always been strong, with folks like Steve Byrd and Ralph Gillette taking on the responsibility. Gene Laughlin (an old-timer too) is carrying on in that tradition, as our club continues to promote the hobby and stage events. The new flying site at Cole Park is actually an old idea of the mid 80s...I'm glad to see it reaching fruition.

The point of these ramblings? Enjoy thoroughly what we have, as we have come along ways thanks to the efforts of many.



Steven Bowers with his Super Miss



March Madness Or Check up and Tune Up

By Henry Smith

It is the end of March as I write this and good flying weather is around the corner (I hope). I have wanted to get out and fly but the wind and cold temperatures have kept me from venturing out. Now is a good time to do some preflight checking of equipment to make sure that everything is up to par.

Cycle those batteries to insure that they come up to the proper milliamp value for the size of the battery pack. Any value less than 80 percent of the new rating is probably a candidate for the recycle station. For example, if your flight pack is 600 mah and after cycling four times it fails to come up to 480 mah it should be replaced. After all, the price of a new battery is a lot less than the price of a new kit or ARF. Remember to recycle those NiCds. Don't toss them into the trash.

Next check the fuel system. Check the fuel tank and make certain the tubing is clean, flexible, and still connected to the stopper. Make sure the stopper is secure and not leaking. More than once I have had a stopper leak and flood the fuselage with fuel. Replace any tubing that is questionable. This will save you problems in the future.

Now is the time to check the hardware and electronics. Connect the aileron servos to the receiver and attach the wing to the plane. Turn on the radio and operate all the controls. Do the controls operate smoothly and in the correct direction? If not, now is the time to find out why. Check all of the clevises for security and condition. If any are questionable, replace them. I have had "nylon" clevis pins almost worn through in a short time. That can cause a crash if not corrected. Remove the wing so you can inspect the servos and battery connections. Make sure that all connectors are secure and not loose. If you use servo extensions, make sure the connections are secure and better still use some type of device to keep them from coming loose. Check the servo arm screws for tightness. There were screws holding the servo arms in place? If not, install a screw there. Check the screws holding the servos in place. If loose, they need to be tightened. Check the landing gear screws and wheel collars. Have you ever had a wheel or landing gear fall off in flight? Don't forget to check the engine mounts and muffler bolts for tightness. There are many mufflers lying around the field because someone did not tighten or use a thread lock to prevent the bolts coming loose.

If these steps are followed in a preseason check up, you will have a more trouble free, safe and fun flying season.

Have you had a problem bending the "copper" tubing for the fuel tank? There are several ways to keep it from kinking.

One way is to use a K&S tubing bender. This is a set of coiled springs that fit over the tubing. When you bend the assembly, the coiled spring prevents kinking the tubing.

Another way is to use a 1/2 inch bolt. Thread two nuts on and insert the tubing between the two nuts. Run the nuts such that there is no looseness between the nuts and the tubing. Now bend the tubing. The nuts keep the tubing from collapsing.



Mike Scott and his Hellcat Combat, Projeti Delta, and Acro Mini sailplane.



This is the new sign at C. J. Kelly Park. This is in addition to the safety rules.

If I'm on the golf course and lightning starts, I get inside fast. If God wants to play through, let Him.

Bob Hope

We should all take this to heart. The antenna on our transmitter is a good lightning rod. If you see a cloud in the distance and there's lightning, I suggest that you land, clean up and go home. Lightning can travel a long distance to ground. By no means wait until there are sparks bouncing around the sticks of your transmitter to decide that it is time to pack up for home.

Silence is the sleep that nourishes wisdom.
Francis Bacon

From the Robbins Nest:

LIPO FIRE SAFETY VIDEO: This is a must see video if you have any lipo batteries in your possession, or if you plan to purchase any in the near future. We have all heard the stories about the potential for lipo batteries causing fire if they are improperly charged or mishandled.

These two short videos show lipos being deliberately overcharged to cause a fire, while filming the results. They are only about 3 minutes long, and are actually very interesting. I highly advise everyone in our club to view the videos. I learned a lot, and will rethink how I charge and store my lipos in the future. Here is the link to the two videos: Just go to the website, and look under VIDEOS (scroll down on the left side) toward the bottom of the list.

www.utahflyers.org

.....and here is a link to the thread at rcgroups, where the guy tells about the tests, and how and why he did it. This is interesting stuff, and not designed to be a scare tactic, but to allow us all to be better informed about lipo safety.


<http://www.rcgroups.com/forums/showthread.php?t=477503>

JUST DOUBLE CLICK ON THE ABOVE LINKS, AND THEY SHOULD TAKE TO DIRECTLY TO THE WEBSITES DISCUSSED! or just copy and paste the links into the web address location, and you should be able to go to the referenced sites.

BIG SPRING ELECTRIC INDOOR FLY-IN: Several of our club members made it over to Big Spring, and had a blast! There were 46 registered pilots, and 4 different vendors who showed up for the event. Robert Williams does an excellent job as CD. I went over Friday night, and most of Saturday, and really enjoyed visiting and flying. Many of the out-of-town folks are getting to be regulars at these West Texas events, and it is always good to get to see and fly with them.

WEATHERFORD SWAP MEET: The Weatherford swap meet is history. David Harrell, Johnny Rotan, and myself made the trip, and did a lot of business. David and I went to get rid stuff, and we were successful. Don't know if we made any money, but David and I brought back only a fraction of what was taken. The crowd seemed a little light this year, so the transactions were somewhat limited. It would have been an excellent time to buy, if you needed anything, because whenever the crowd is light, stuff just goes for less money. The swap meet is still made up of mostly gas and glow aircraft and accessories, but there were a few electric vendors present, so all your aircraft needs can be met.

PLAINVIEW'S FIRST INDOOR ELECTRIC FLY-IN EVENT:

| | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Registered User</p>  <p>Join Date: Feb 2005 Distance from you: 195 km Posts: 63</p> | <p>Fly-In - Plainview, Texas Indoor Fun Fly - April 29, 2006</p> <hr/> <p>Hey, Everyone!</p> <p>I want to announce the 1st Annual Plainview, TX Electric Indoor Fun Fly!</p> <p>The date for this event is Saturday, April 29, 2006! The location is at the Ollie Liner Center in Plainview, Texas, 2000 S Columbia St (47 miles north of Lubbock on I-27). This facility is 302' long, 136" Wide, 15' at roof base, and 25' at the peak. So it's BIG! Depending on the number and type of planes, we will have one area for oval and another for 3D. Who wouldn't like that? 🏆</p> <p>Flying will be from 9:00am to 12:00 midnight. AMA membership required, along with a \$10 landing which is used pay for the rent and sanctioning fees. Concessions will be available at the event.</p> <p>20oz. Weight limit and max 3 cell LiPo (or equal NiCad/NiMh) power pack. Aircraft that exceed this limit must be approved by the CD. Docile aircraft are</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

| | |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <p>likely to be approved.</p> <p>Tell everyone you know and come have a lot of fun!</p> <p>More info to come, so keep checking back or call (806) 285-2445.</p> <p>Hope to see everyone there, Reegan</p> |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Wow, that was easy. I thought I would have to retype the info sheet for this, but cut and paste in Word sure makes life easier.

Enjoy the great weather, and hope for smooth air! Until next time, Dennis Robbins

Safety in the Workshop from The AMA Insider Jan 2006

It's winter and the building season is in full swing. Just as the Safety coordinator focus on flight safety during the flying season, he should not forget about shop safety during the building season. Below are some general tips to share with your club:

Keep it Clean

Many injuries result from poor housekeeping in the shop. Trips, slips, and falls account for the bulk of these mishaps.

Scrap material and wrappings, loose parts, scattered tools and equipment, or oil spills can cause injury. Debris should be swept up and disposed of. Parts should be kept on work benches. Tools should be placed where they cannot fall and cause damage or injury. Oil spills should be covered with absorbent material and cleaned up.

Lighting, Heating, and Ventilation

Enough windows and overhead lights are required for a good level of overall illumination. Additional lighting should be available over benches and stationary tools.

When supplemental heating is required for winter workshop operations, the heating unit should be located to provide an adequate, even distribution of heat; but should not cause a fire hazard.

Adequate systems are needed to vent smoke, fumes and exhaust gases. Open windows and doors may provide enough ventilation in the summer. Special systems may be needed to remove exhaust fumes and other gases during the cold-weather months.

Little Things Can Make a Big difference

When working on your next building project do not forget the safety precautions below:

- Face Mask: Wear to protect lungs from particles and fumes in the air.
- Goggles: Protect your eyes from sawdust and other materials.
- Ear Plugs: Protect ears from loud noises that could cause hearing damage.
- Clothing: Make sure clothes fit snugly. Loose clothing can get caught in machinery.