



# HI-SKY R/C FLYER

April 2007

Volume 36 Issue 4

President: Bruce Hoover  
Vice President: Tommy Thomas  
AMA Charter Club #851

Treasurer: Ed Anderson  
Secretary: Ralph Gillette  
www.hiskyrc.com

## Meeting:

The April meeting will be held April 3, 2007 in the Activity building of the First Baptist Church located on the corner of Garfield and Louisiana streets. The meeting will start at 7:00 PM.

## HI SKY R/C Club Minutes March 6, 2007

Meeting was held at the First Baptist Church Activity Building. Bruce Hoover brought the meeting to order at 7:08 PM. There were 18 members present.

**Field Report:** Field looks pretty good. We will need to do some clean up before the next event.

Mike Chase reported that we need some more sandbags on the fences. Several people responded that they would be glad to help. There are bags available.

Mike Chase reported a break-in of the building. Nothing big taken, some money and some cokes. We need to make sure the break-in is reported to the sheriff. Further discussion concerned ways to prevent future break-ins. Several suggestions made, including putting up fake security cameras with warning signs and installing an angle iron bar across the door.

Gene Laughlin made a motion to go ahead with the angle iron idea. Seconded by Jim Ruple. Motion approved. Gene Laughlin made a motion to get cost and availability for the fake security cameras and security lights. Second by Jim Ruple. Motion approved.

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## March Safety Notes

### ACCIDENTS AT THE FIELD

By: Chuck Waller

From time to time, I hear about accidents and injuries involving model airplanes. I thought I would relate to you some of those I have first hand knowledge of and which occurred with-in our district.

For many years, I flew R/C Combat with a very good group of pilots. They were all very safety conscious and took great pains to protect themselves and other pilots / spectators from injury. At one contest, the wind was blowing about 15 mph from the right side as pilots prepared to hand launch their aircraft. A good friend of mine started his .25 powered plane and as he picked it up in preparation for launch, the wind blew the wing up and the plane started to fly away toward other pilots. Instinctively, he grabbed at the plane in an attempt to control it. Instead of grabbing the fuselage, he grabbed a 9x4 APC prop spinning about 17,000 RPM! As I recall it took more than 45 stitches to close all the cuts on his hand.

Another pilot was in a great hurry to get an engine started with-in the allowable time and forgot to put on his glove before starting his engine. As he flipped the prop, the engine fired and went to full throttle before he got his hand away from it. He continued the contest with huge gobs of paper towels wrapped around his fingers and later required around thirty stitches to close the wounds on his fingers.

Years ago I flew Free Flight models at a field in the Dallas area. One flyer I recall had a very large C class plane that had a very finicky Super Tiger engine (I believe it was a .61). More than once I saw him slash fingers while attempting to start this behemoth. He would never use a glove, even after cutting fingers several weeks in a row. One very windy day he was trying to start this engine without any help by bracing the plane against his knee and flipping the prop. As the engine started, the wind blew one wing up and he slipped and drove the prop into his calf just above the knee, cutting it to the bone!

More recently, I watched a pilot at a local field as he started his Magnum .91 powered plane. This pilot was notorious for using his fingers to flip the prop instead of using an electric starter. Sure enough, the engine back fired and the prop put a very nasty gash in two fingers of his right hand.

Yet another pilot I witnessed was starting his plane while seated in front of it. He then reached over the prop to adjust

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**From The Robbins Nest:**

**Plainview March Indoor Electric fly-In:** The newly formed Plainview Electric club SPEF (South Plains Electric Fly) held their first one day event on March 24<sup>th</sup>, and it was a huge success! Reagan May, his family and friends put this venue together, and if the attendance is any indication of success, then they have a winner event. they had 29 registered pilots, and this is for a one day event!

Electric indoor flying is really starting to catch on, and more and more folks are beginning to attend these type events. San Angelo had over 50 registered pilots, and I would guess we can expect an excellent turnout here in Midland at our July CAF Indoor Electric fly-in, scheduled for July 14<sup>th</sup>-15<sup>th</sup>, 2007. As a club, we need to be prepared. Indoor electrics are not going away, and the interest seems to be growing every day!

If you have never attempted indoor flying, you really should. There are numerous planes that are slow, and easy to fly, and make the transition to indoors easy and enjoyable. Those of us in the club that fly indoors would be more than willing to help you get started, and can suggest planes and equipment that should work well indoors, and give you a chance to experience this part of the hobby.

Dennis Robbins



Reegan's F-14



Mark Greer flies one of his helicopters



Gary Jones with his "light in the prop" plane!



Mike Robbins Tension,  
Designed by Mike Feuilly



Some of my planes, including the Tension & Yak



Gary Jones with his B-58, powered  
By the motors from an Air Hog.



Photo of the Ollie Center in Plainview, Texas. And I didn't get one third of the building  
In the photo! This place is big.

## Raffle at the meeting! Two chances to win!

Three cell 11.1 volt 700 Mah lipo battery (Common Sense RC brand)

And a foam wing core for the scratch builder



**Safety Report:** A.J. Lee gave the safety report. All is safe.

**Activities:** General discussion of upcoming activities.

Electric Fly at CAF – July 14/15 has been approved by CAF. Sanction has been received.

Calling all Hogs – Date remains September 15<sup>th</sup> & 16<sup>th</sup>. Gene Laughlin made a motion to look primarily at Astrohogs, but accept any plane. Seconded by Jim Ruple. Approved. As far as we know, nobody from Sig will be here. AJ suggested we get a flyer out pretty quick so we can get some good coverage.

IMAC - We will combine with the Odessa club. The dates are May 26<sup>th</sup> & 27<sup>th</sup>. AJ says he can use some help.

Fajita Fly-In – Date remains June 15<sup>th</sup>. Need further discussion at later date.

**Old Business:** Gene Laughlin brought copies of the proposed City of Midland contract for the use of Cole Park. Gene Laughlin made a motion that Ed Anderson be held harmless for any results of his helping with the park agreement. Jim Ruple seconded. Approved.

Several issues remain in the draft contract, but it looks better than the original. Special club meeting will be held March 20<sup>th</sup> to review the agreement and get it ready to present to the city. Time and place will be confirmed, but for now it will be 7:00PM at Michaels.

**New Business:** Dennis Robbins brought a flyer for the Electric Fly. Looked very good.

**Treasurers Report:** Ed reported that we have \$XXXX in savings account and \$XXXX in Checking. (Editors note: The amount has been canceled out in accordance with our policy of not publishing this information.)

Show and Tell: Dennis Robbins showed his new DX 7 Spread Spectrum Transmitter. Very impressive.

Steve Bowers showed his new JAR with a 2205 Hyperon motor. Not flown yet.

Jim Ruple brought several vintage 50/60's engines that his mother had packed away in the attic. All were in running condition. They had been put away in Marvel Mystery Oil.

**Club Raffle:** Curtis Stone won the GWS receiver. Jim Ruple won a bottle of CA.

**Next meeting:** 1<sup>st</sup> Baptist Church, 7:00PM April 3<sup>rd</sup>. Meeting adjourned at 8:10 PM.

### Heat's Warning Signs

By Henry Smith

Texas heat can be more dangerous than the rattlesnakes we may encounter looking for a lost airplane. The warning signs are silent, and unlike the rattler, may strike slowly. Here is a list of heat disorders and possible treatments.

#### 1. Heat Cramps

This is the least severe of the three heat disorders. The

first sign may be that the body is having difficulty with the increased temperatures. There may be painful muscle spasms in the legs and abdomen. You should try to rest in a cool place out of the sun. Drink plenty of water, about one liter per hour, or a "sports drink" such as Gatorade. Don't take salt tablets.

#### 2. Heat Exhaustion

Heat exhaustion is caused by exposure to high heat and humidity for several hours. The body loses excessive amounts of fluids through perspiration. The skin is cool and pale. You may have a headache, dizziness, nausea, or weakness. The pulse is weak and rapid, breathing is fast, blood pressure decreases, urine is dark, and excessive thirst is present.

What to do:

Stop all activity and get out of the heat into an air conditioned area if possible. Lie down and elevate feet above the heart level, loosen clothing, drink cold water, but not iced, water or a "sports drink" such as Gatorade. Full recovery may take as long as a day.

#### 3. Heat Stroke:

Heat stroke is caused by overexposure to extreme heat. The body's heat regulating mechanisms breakdown, body temperature is elevated, person may be confused, combative or hallucinate. The person may lose consciousness or have a seizure. Their skin is usually dry and flushed with little perspiration.

What to do:

This is a medical emergency. Call 911 and move the person to an air conditioned area if possible. Wrap the person in wet towels. Apply ice packs to the neck, groin, and behind the knees. Recovery depends upon the age and general health of the person. In extreme cases there may be permanent damage to some internal organs.

Prevention of heat disorders:

Avoid strenuous exercise or activity when it is very hot. Drink at least one liter of fluid every hour. Drink even if not thirsty. However avoid carbonated drinks or drinks containing alcohol. Wear light colored, light weight and loose fitting clothing. You should rest frequently out of direct heat and sun. Be sure to wear a brimmed hat or cap.

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Opportunities are never lost; they are taken by others.  
Author unknown

Your big opportunity may be right where you are now.  
Napoleon Hill

Opportunities are usually disguised as hard work, so most people don't recognize them.  
Ann Landers

A window of opportunity won't open itself.  
Dave Weinbaum

## CALENDAR OF EVENTS

TEXOMA RC ELECTRIC EXTRAVAGANZA

SHERMAN R/C CLUB FIELD

APRIL 21, 2007

2<sup>ND</sup> ANNUAL PLAINVIEW ELECTRIC INDOOR FUN FLY

OLLIE LINER CENTER

APRIL 28 AND 29, 2007

MIDLAND ODESSA IMAC CHALLENGE

ODESSA CLUB FIELD

MAY 26 AND 27, 2007

This is a combined effort of the Midland and Odessa Clubs.

FAJITA FLY-IN

MIDLAND CLUB FIELD

JUNE 16, 2007

**CAF Electric Fly-In**

CAF Hanger

July 14 and 15, 2007

**Callin' of the Hogs**

Midland Club Field

September 15 and 16, 2007

This is the 50<sup>th</sup> anniversary of the Astro Hog.

### For Sale:

Top Flite Spitfire kit... 0.60 size... Complete NIB \$75.00

Top Flite Airacorba kit 0.60 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 new in the Box. Almost ready to go. \$60.00

Contact Bill Coombes at 689-8359 or email at:

[Snj24@earthlink.net](mailto:Snj24@earthlink.net)

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Hitec CG-335 NiCd field charger (4 to 24 cell packs) \$40.00

This is a great field charger for NiCds only.

Goldberg Cub with 2 JR servos in wing. Ready to fly. Just

Add your radio and engine. \$120.00

Contact Henry Smith at 570-6262 or [hksmith35@prodigy.net](mailto:hksmith35@prodigy.net)

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Estate sale

Cessna with ASP .46 radio needs batteries.

Miscellaneous items.

Contact Henry Smith

the needle. You guessed it. His wrist was cut bad enough to require surgery to repair ligaments and nerves.

And Lets not forget about the electric fliers – about 2 years ago I witnessed a pilot hooking up the battery on a small electric. The ESC was an older model without an arming switch. He did not realize that the throttle stick was at full throttle. As the wires came together the prop started spinning and cut his arm badly enough to require stitches.

I could go on but I hope you get the point. Spinning props are the most dangerous part of any model airplane! You must be aware of this danger at all times. When starting an engine, always use a "Chicken Stick", Heavy Glove or an electric starter. Always make sure your plane is restrained (by mechanical means or with a helper) and always move to the rear of the plane before making any adjustments to the needle or any other part of the engine. NEVER REACH OVER THE ARC OF A SPINNING PROPELLER!!

This brings up another point. If someone at your field is injured, do you know the location of the nearest emergency medical facility? It is a very good idea to post emergency phone numbers and directions to the nearest emergency room somewhere near the pit area. You should also have the address (and / or GPS coordinates) of your field handy in case you need to call an ambulance. As people often do not operate at their best in an emergency situation, you might also post directions to the field from a major land mark or intersection.

I have recently received comments and questions from several clubs in our district asking me about a particular safety problem in their club. I sincerely hope my responses have been of value. If you have an item that you need help with, please drop me a line and I will help you in any way I can. If you have a serious problem at your field, I may be able to travel to your site to help you address it.

I would also request that you write me and let me know what subjects you would like to see in this column in the future. Until next time fly safe and remember: Safe Aero modeling is No accidEnt

Chuck Waller  
Dist. VIII Safety Coordinator  
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### Picked Up Passing By

I hope everyone will take heed to the write up about heat related problems. I know that it is not hot weather yet, but it's just a few months away. We should have the location posted where someone could tell the EMS how to get to our field. There are several members who have cell phones now and could call in an emergency.

Jon Wheeler has confirmed our using the TV room in The First Baptist Church Activity building through the end of 2007. The June, July, and August meetings will be at the field. All of these meetings will be the first Tuesday of the month and will begin at 7:00 PM. Thank you Jon for following up on this.

## Repair 101

By Ed Olszewski

From: The Eagles' Nest, St. Clair County, Michigan

With the days getting shorter, it is the time to get started on repairing those airplanes that did not quite make it through the year intact. I know they may look like a disaster and appear unrepairable, but take a few minutes and look at it a different way. The craft is not half destroyed, it is half built.

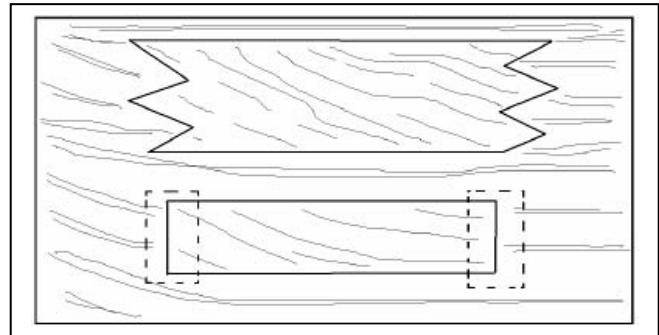
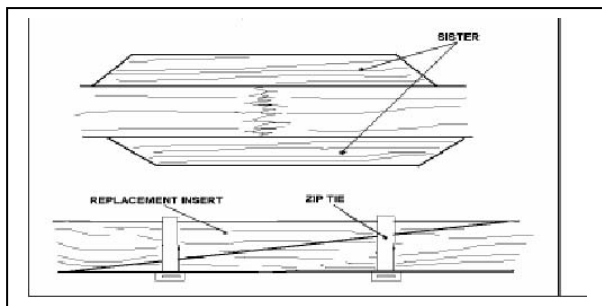
I would bet there is probably a good set of tail feathers. And while part of the wing may be smashed, at least half of the wing is still in good condition. If you were building that airplane, you would consider it half complete, wouldn't you? It is often surprising what you thought was an unrepairable craft, will take less time to repair than assembling a new ARF.

There are a few basic repair principals to remember. First and foremost, it is never as bad as you first thought or it looks. Second, aside from the pilot, everything else is structural, or it would not be there, even the covering adds to the structure. Third, take your time and do a good light repair; a pound of glue has no structure, it just adds weight. Now get started.

Assess all the damage. Remove enough covering to fully see, and be able to work on the damage. This is no time to be shy. Often a fracture is hiding under the covering just beyond your sight. Remember, it does not take any more effort to apply a large patch of covering than a small. Also, since the covering is a structural element of the craft, a larger piece of covering will probably be more sound anyway, and it will always look better than a small patch.

Get to the bottom of the damage. You may have to remove some planking or ribs to reach a broken area. But remember, all the elements of the craft are in some way structural, that is why it is important to repair every damaged part.

Don't try to kid yourself; new glue will not stick to old glue, grease, oil, or oil-soaked balsa or ply. Remove all oil soaked wood at the beginning, new wood is cheap and well worth avoiding the aggravation of a poor glue joint. Scrape off all the old glue while you are in the disassembly stage of the project. A little effort here will make the rest of the job go more smoothly.



Sticks of wood do not bond well end to end; wood needs a lot of gluing surface. Butt joints will always fail, and always in the air. Always "sister" joints or use a "lap" joint. Use glue sparingly with clamps until the glue dries. Zip ties make very good clamps for holding joints together while drying, you can even leave them on permanently, if space allows.

Think of planking the same way as a spar, and avoid butt joints. Cut the patch of planking material with a "zigzag" at the end of the patch. Then use the patch for the pattern to cut the repair hole through the planking. If there is no room to zigzag the end of the patch, add a sister under the end of the hole to glue the bottom of the patch to.

Do not try to simply fill in cracks with glue. Take the time to make tight fitting joints. We are trying to make a sound repair on an aircraft, not calk a submarine. Filling a crack with glue will not hold near as well as a good tight glue joint. The results will be heavy and eventually fail.

Repairing an airplane can be very rewarding. Often it helps ease the "flying jitters" after you find how easy it is to repair all but the worst crash. Now pull that jigsaw puzzle of an airplane out of the two garbage bags you have been storing it in, and get to work!

## **Sage safety sayings about propellers**

By VIC BUNZE

Propellers! Those cute things spinning on the front of the airplane. They put food processors to shame. Those whirling beauties can do a number on you, and if you are alone at the time, there is a danger of passing out or worse.

Here are some tips. An entire class of accidents can be avoided by properly restraining your airplane. It's best to have someone hold the airplane. Short of that; get a restraining gizmo from your local hobby shop.

Why? One way an accident can occur is because the transmitter is sitting on the ground. You are cranking away to start the engine and the throttle is set on low, as it should be. The engine starts and Murphy strikes! The transmitter falls over and the throttle goes to "full on." The airplane lunges forward and gets you. It happens.

Another variation is the airplane is new and the throttle is reversed. You think it's on low but it's wide open. When the engine is cowed, you cannot see inside.

When the airplane is restrained by the elevator, it is possible that the thrust is so great that the tail pulls loose and the rest of the airplane comes at you. That's why I prefer to have someone hold onto the aircraft, with fingers wrapped around the leading edge of the wing. This is a must when working with large gas engines with enough power to pull stumps out of the ground. Don't count on the tail to hold that airplane in place when it's being pulled by an eight horsepower engine swinging a 26-inch propeller. Use a helper.

What else? Propellers come loose and fly into space. Backfiring four-stroke engines are known for throwing propellers, especially when too lean. Don't throttle up until the area in front of the propeller is clear. Keep people from standing in line with the propeller arc. When you throttle up, you need to be behind the airplane and others should be behind you.

APC propellers are a wonder of efficiency. They really cut through the air and perform. They are also very nasty if you get in the way. They have sharp edges and are stiff and strong. They won't break away like a wooden propeller.

Sometimes you just put your hand into the propeller. How? You could be fiddling with a needle valve or something and you touch a hot muffler. Bingo! You jerk your hand back and your fingers hit the propeller.

Be safe and fly like you mean it—often and with proper care, abandon, and élan.

from Flight Lines  
The Spirits of St. Louis R/C Flying Club, Inc.  
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