



HI-SKY R/C FLYER

August 2006

Volume 35 Issue 8

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

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

Meeting:

The August 2006 meeting will be held at the flying field on County Road 150W August 1, 2006. The meeting will start at 7:00 PM. Come early and fly and stay late and fly.

Locks:

Please roll the combination off the locks when you open the gate or building. This prevents unauthorized persons learning the lock combination.

HI SKY R/C Club Minutes: July 11, 2006

Meeting was held at the flying field.

Gene Laughlin brought the meeting to order at 7:00pm. There were 23 members present including one new member and one visitor.

The visitors were: Steven Bowers's son.
The new member was Victor Jaugilas

The minutes were approved as written.

Safety Report: AJ Lee says that things are pretty safe.

Activities: Gene Laughlin reported on his helping at the library in the summer reading program. He built 15 Delta Darts to pass out to the children in attendance. They built one by having the children read the instructions. After it was built, they flew it in the library. Some of the guests in the library apparently did not approve.

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From the Roxbury Area Model Airplane Club, Roxbury NJ

The Benefits of a Logbook

By David Nuetzel, RCAM president

I started a log, which started the whole world crying! A joke, right? No, not a joke. I hope the Bee Gees don't mind me misusing a line from one of their songs, but my memory of the past is in constant flux if I don't write it down. The memory of crashing an airplane could very well become a "halfway decent save" a couple of years down the road. History has a way of always changing. There is no stopping that. As long as people are willing to study it, it will keep changing.

Some day that long sought after, critical piece of evidence will surface that proves either the Australians or Lieutenant Brown shot down the Red Baron. Until then, you can take your pick. With each different viewpoint taken, George Washington's historic image can go from semi-god to great leader, but would his image have been diminished if his personal letters to Martha were not destroyed?

The term historiography is not in my 20-year-old dictionary, so my unofficial definition of the word is that it is the study of historical viewpoints that make up history. History is therefore made of viewpoints that are voiced and heard or read by the historian. Who is to say that there wasn't an irritated farmer near the western front taking pot shots at the red triplane and exclaimed, "I got him." His story will never muddy the history of the death of the Red Baron because he only told the story to his wife, and she didn't believe him anyway.

Accurate history is very hard to come by. The most accurate history is recorded immediately after the event and includes as many view points as possible (or at least the viewpoint that has the greatest following). Then we record the history of that event to give praise to the good and study the bad or to learn from our mistakes. We all make mistakes and would probably rather forget them. The downside is that we will most likely repeat those mistakes if we don't deal with them. The most costly mistakes are those we deal with the quickly. A series of little mistakes that lead to a bigger mistake is much harder to correct or learn from because the first couple of mistakes become insignificant in our memory and forgotten. We find ourselves thinking, "If only I had recorded these events with their minor problems, I could figure this out."

Logbooks or journals are not for everyone. It would be another obstructive task during the flying day (like cleaning the airplane). Then there is the problem of forgetting to write in your logbook/journal. Here's a tip to help you keep from

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CAF indoor electric Fly-In and Swap meet: Dennis Robbins reported that we still need volunteers to work some of the hours Saturday and have no one for Sunday. There are 40 tables that are 8 feet long. He asked that the Midland club members share a table so that would be plenty for the out of towners. Steven Bowers showed a portable frequency board that will be used for this event. The west gate will be unlocked for participants but that it should be kept closed. The B-29, FiFi, and a Corsair will be in the hanger. There is a change in the fees from \$10.00 each day to \$10.00 for both days. There is a need for extension cords for this event.

Jim Ruple read a list of events that are coming up.

Old Business: Gene Laughlin gave a report on meeting with the parks representative about the lease agreement for Coles Park. In addition to Gene; A. J. Lee, Mike Chase, and Henry Smith attended the meeting. The agreement will go to the city attorney for approval. Gene asked Ed Alexander and Rick Strange to review it when it is returned.

New Business: The club building was broken into. The Sheriffs department was called. The deputy recommended installing a "dummy" video camera and signs stating the place is monitored. This was put into a motion and was seconded. The motion passed.

Henry Smith made a motion to build two new safety stands from treated wood and purchase enough lumber to repair the existing stands. The estimated cost for this project is \$125.00. The motion was seconded and passed. Jim Ruple volunteered to purchase the lumber. The date for building the stands has not been set.

Henry Smith asked members to submit the channels they are using so that a chart may be made and kept up to date. This would help avoid having several members using the same frequency.

Show and Tell: Jim Ruple brought an E-Flite P-47. Total weight is 20 ounces with batteries and radio. The wing span is 39 to 40 inches. The cost is \$79.00.

Club Raffle: No raffle.

The meeting adjourned at 7:40pm. After the meeting several members flew until the sun went down.

Picked up Passing by

Congratulations to Dennis Robbins. His article on "Flexible Mounts for CD-ROM motors" was published in the AMA July newsletter for club officers and newsletter editors. You may recall that Bill Coombes had an article in an issue last year. This proves that we have talent in the club.

What do you do when someone new comes to the field or to a meeting? If you are like me your comfort zone is with the known. I want to ask you to step out of that comfort zone for a short time. Each person should make every attempt to make a newcomer welcome. Introduce yourself and learn a little about him or her. Answer any questions they may have about the club or our hobby. But don't go into

a long detailed story. By doing this you have made someone welcome and in the process made your comfort zone bigger. And last but not least, be sure to invite them back.

I would like to express my thanks to Dennis Robbins and Bill Coombes for offering articles for this newsletter. Their efforts make my job a lot easier. Also to someone "behind the scenes" who helps in getting this publication to you each month. That is Jon Wheeler. Jon converts the file to PDF so that you may download it each month. Thank you Dennis, Bill and Jon.

The reason for the channel survey is to determine which channels are in use and more important which channels are overloaded. By overloaded I mean that there are several people using that channel. If you have not submitted your channels, please do so as soon as possible. I will present the results in a later issue of the Hi-Sky R/C Flyer. If you only fly electric models, I would like to include those channels also because you might be out at the field sometime.

Our Callin' of the Hogs fly in is September 16 & 17. Get the kinks worked out of those birds so they will be ready for the big day. Did you know that the Astro Hog design is 49 years old? The current design has been modified slightly to use the modern radios. In the years we have had this event, I have seen many "bashings" of the model. It is a very good second plane for someone who has mastered a high wing trainer.



The Astro Hog is capable of most of the aerobatic maneuvers you would want to try. It has been called an excellent low wing trainer. I would not go that far, but it has many characteristics that make it an excellent second airplane. It is an excellent airplane to just "cruise around" with. But don't take it and fly it on the "drag". Just fly it at the field. It is a great airplane either with tricycle gear or as a "tail dragger".

We had a great turnout for the workday to build two safety stands. Nine people turned out for the work party. I will try to mention everyone: Jim Ruple, Mike Chase, Ed Anderson, Harold Ragland, Gene Laughlin, Jon Wheeler, Rick Strange, AJ Lee, and Henry Smith. If I failed to mention someone I am sorry. We did get two new stands built and several old stands received needed repairs. Thanks guys for a job well done.

I received an email announcing the Oktoberfest fly in at Clovis, NM. They will be cooking Brats on the grill. The lunch is included with the landing fee. They will have raffle prizes, one fun contest and a lot of open flying.

CALENDAR OF EVENTS

ODESSA BIG BIRD EVENT

ODESSA CLUB FIELD

AUGUST 12 & 13, 2006

SHERMAN TX IMAC CHALLENGE

SHERMAN'S PETE DARTER FIELD

SEPTEMBER 2 & 3, 2006

ROSWELL FLY IN

ROSWELL AIR PARK

SEPTEMBER 2&3, 2006

BIG SPRING FLOAT FLY

COMMANCHE TRAIL PARK

SEPTEMBER 9 & 10, 2006

Callin' of the Hogs

Midland Club Field

September 16 & 17, 2006

Clovis Oktoberfest Fly-In

MADS Club Field

October 7, 2006

25th Annual Angelo RC Fly In & Swap Meet

San Angelo Club Field

October 15, & 15, 2006

For Sale:

Chip Hyde Double Vision Biplane – Includes fuel tank, fuel dot, control horns and switches. \$400.00 Rick Strange call him on his cell phone, 553-3627.

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

Top Flite Airacorba 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

Contact Bill Coombes at 689-8359 or email at:

snj24@earthlink.net

forgetting: If you rubber band your wing on, put one of the cleaner bands on your wrist when you disassemble the airplane at the end of the day. Don't take the band off until you have written in your logbook.

You can record what you like, but I like to record an overall view of the day including what field I flew, weather conditions, and what airplanes I flew—a couple of sentences about each flight and how long they lasted. The more accurate the information, the more it can help you later on. Knowing how humidity levels effect the mixture setting on your engine from past experience, can allow you to set your mixture properly before you take off.

They can also give you an accurate record of usage. You'll know if an engine has had 1,000 flights or if a flight pack has been fast or field charged more than 100 times. You could keep a record of how your batteries have performed on the cycler in the back of your log book instead of sticking post-it notes all over your workbench.

Information such as this can add a level of safety to your flying. It's also a fun way to look back. Going back in your log and finding a picture that your flying buddy gave you brings a smile to your face instead of wrinkles on your forehead from trying to remember.

Now this is time well spent, and it's not just another task at the end of the flying day. I started my logbook this year, and have recorded the first flight of my Fokker D.VII. Now, I won't have to remember how my inexperience and lethargic left thumb let that airplane wiggle down the runway before it took to the air on its first flight because I wrote it in my logbook.

More Items For Sale:

JR 622 radio,complete, on channel 28 with 5 servos, receiver, batteries (will include a new flight pack battery) and charger. Includes manual. \$100.00

Hitec CG-335 Ni-Cd charger – will charge 4 to 24 cell packs as well as your glow ignitor. Ni-Cd only! \$45.00 Contact Henry Smith at 570-6262 or email at:

hksmith35@prodigy.net

In life, there ain't no elevators, you got to use the stairs. Stevie Ray Vaughn

Our lives are not determined by what happens to us but by how we react to what happens, not by what life brings us, but by the attitude we bring to life. A positive attitude causes a chain reaction of positive thoughts, events, and outcomes. It is a spark that creates extraordinary results. Anon

From the Robbins Nest:

CAF/Hi-Sky Electric Indoor Fly-In Report:

The Indoor electric fly-in was a success, with 28 registered pilots. We had the usual folks traveling from Clovis, NM, Altus, OK, Weatherford, Mineral Wells, Plainview, San Angelo, Big Spring, and many other towns in the immediate area. Many club members helped make this event a success, and without their help, the fly-in would not have happened at all. I would like to thank Bruce Hoover for handling the concessions. This is one of the most important tasks to take care of, and he did a splendid job. Steve Bowers constructed a frequency board for us, and it performed flawlessly. Jeff Laufer arranged for the Hot Dogs and Buns to be donated, and Steve Bowers arranged for the Drinks to be provided. This was a tremendous plus for the club, allowing us to keep virtually all the profits from concessions. Numerous folks helped set up tables, including, Jeff Laufer, David Harrell, Ralph Gillette, and Jim Ruple. A.J. Lee was a huge help Saturday by helping with registration and selling raffle tickets. Ralph Gillette manned the gate. David Stoner, Ralph, and Bruce and Jim Tarrt also pitched in with setup and cleanup. I'm sure I missed someone, but I can assure you that I truly appreciated everyone who helped in any way. Without these folks there wouldn't be an Indoor Event.

Venders who contributed to our raffle

**3D Hobby Shop (Fredericksburg)
2 Dog RC Warehouse (Fort Worth)
Strong RC Motors
FMA Direct
Bob Smith Industries, Inc.
AirAge Media**



These are some of the many pictures that were posted on RC Groups website. (Editors Note)
You may see a few familiar faces.



Reegan May (left) of Olton flies a scale model F6F Hellcat Sunday morning at the CAF and Hi-Sky R/C Club Indoor Electric Fly-In and Swap Meet. May assembled the plane himself from a kit he purchased at a hobby retailer.
GARY RHODES

This article appeared in the Odessa American Newspaper Monday, July 17th

Reegan May, of Olton, works on his scale replica F6F Hellcat R/C plane Sunday morning at the CAF and Hi-Sky R/C Club Indoor Electric Fly-In and Swap Meet. The plane is made from the same foam board that is often used to insulate houses.
GARY RHODES
ODESSA AMERICAN



High flying excitement

R/C airplane enthusiasts show off their motor skills

BY MICHAEL CASTELLON
Odessa American

MIDLAND INTERNATIONAL AIRPORT The Commemorative Air Force hangar was abuzz Sunday with the sound aircraft — of a smaller variety than normal.

Remote-controlled airplane connoisseurs from throughout the state landed at the CAF for the fifth-annual Indoor Elec-

tric Fly-In and Swap Meet presented by the CAF and the Midland Hi-Sky R/C Club.

The remote-controlled airplane pilots had to "pay a landing fee, but it was free to take off," Ernest Butler of Mineral Wells said.

"With the World War II planes as a back drop, it's really cool," organizer Dennis Robbins said. "We're out here >> See R/C Page 6A



GARY RHODES/ODESSA AMERICAN

Landon Naugher of Lubbock flies his remote-controlled helicopter, an E-flite Blade CP model, Sunday at the CAF and Hi-Sky R/C Club Indoor Electric Fly-In and swap meet. The remote-controlled airplane pilots had to pay a landing fee, but it was free to take off.

'With the World War II planes as a back drop, it's really cool. We're out here for the fun.'
DENNIS ROBBINS
Organizer

R/C

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for the fun."

Building and flying remote-controlled airplanes has been a hobby of Butler's for most of his life, he said as he flew his GWS cub kit, which he said was a popular models.

The 3-D planes or "shock fliers" are another popular type of remote-controlled plane because of the acrobatic moves they can do. One plane soared toward the roof of the hangar and then barreled

down toward the floor before swooping back up again.

Three-dimensional planes like the JAR (Just Ain't Right), developed by Gary James of Clovis, N.M., hovered vertically then took off whirling through the hangar. One of the more complex remote-controlled airplanes was James's B-36 handmade replica, which showcased six motors, three on each wing. All of the fliers paused to watch the plane.

"It's our own little family," Robbins said of the group of fliers, "but it's still real competitive."

Setting up your Airplane

By Henry Smith

Generally speaking, "setting up" refers to a new or never flown airplane. It is also applicable to any airplane whether you purchased it from an individual or it is one that doesn't fly as well as it should. There are three things to consider. The first thing is how straight the plane is. The second is it balanced? And, last but not least, where is the CG? Some of the material in this can be ignored for ARF and ready to fly airplanes because you can't control them.

Bananas, Warps and Twists

Most if not all kit instructions state something to the effect that you don't want to build a "banana". This means simply that the fuselage must be built straight. You can do this by building and gluing the fuselage up in a jig or build over the plans keeping the center line true. I prefer to use a jig so I have the centers held on a straight line until the glue sets. If it's an ARF, a mixture of ammonia and water soaked into the wood may allow you to correct the problem. A better arrangement is to try for a replacement from the local hobby shop or the distributor. A ready built airplane bought from an individual may require some cutting, patching and regluing.

You may have read a statement similar to this in kit building instructions that good flight performance starts with a straight, warp free wing. If the wing is warped but not covered, again the ammonia and water soaked into the structure may work. Simply soak the wing panel, twist opposite the warp and hold for at least 24 hours. Then check for straightness. Again, I prefer to use a jig to build wings. The jig keeps the warps almost completely out. If the wing is covered, heating the covering may pull the warp out. This is a good time to check the wing for balance. Place the wing on a stand that supports the wing in the center such that the dihedral points down. Add weight to the lighter side using lead, nails or other materials until the wing balances. Be certain to glue this weight securely to the outermost part of the wing. Don't leave this material loose unless you enjoy patching the covering. An alternate procedure is to put holes in the heavy side but be careful not to weaken the wing structure.

Alignment

The manual for the kit or ARF should cover how to assemble the stab, vertical fin, and wing to the fuselage so the model is straight. It should be very much like the following diagrams. Some instructions do not have a diagram covering this only a printed statement. I think a diagram is better. You can see on the diagram what you must do. Keep in mind that all dimensions "A" must be the same, all dimensions "B" and so on. You will have to move the wing or stab several times to get them the same. The location for the measurement "C" is not set in stone, but rather the longer the distance, the more accurate the measurement may be. It may be measured from the firewall or behind the wing. The important thing is that you are on the centerline of the airplane. A seamstress tape is handy for measuring. You can drill a small hole in the metal end and anchor it on the fuselage with a "T" pin. You may have to sand the wing or stab saddle to make the dimensions "E" and "F" correct. Some kit instructions omit these measurements. But this step is important, so be sure you get it correct. Do not neglect it.

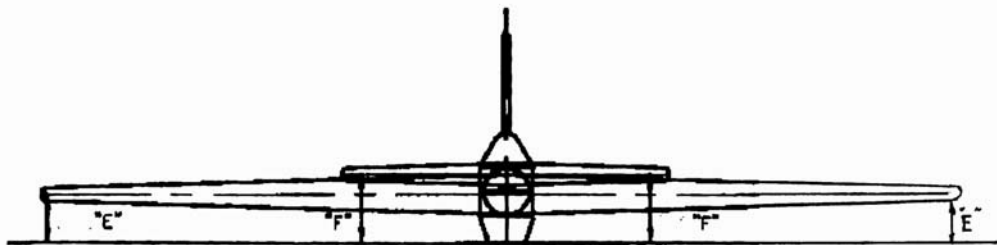
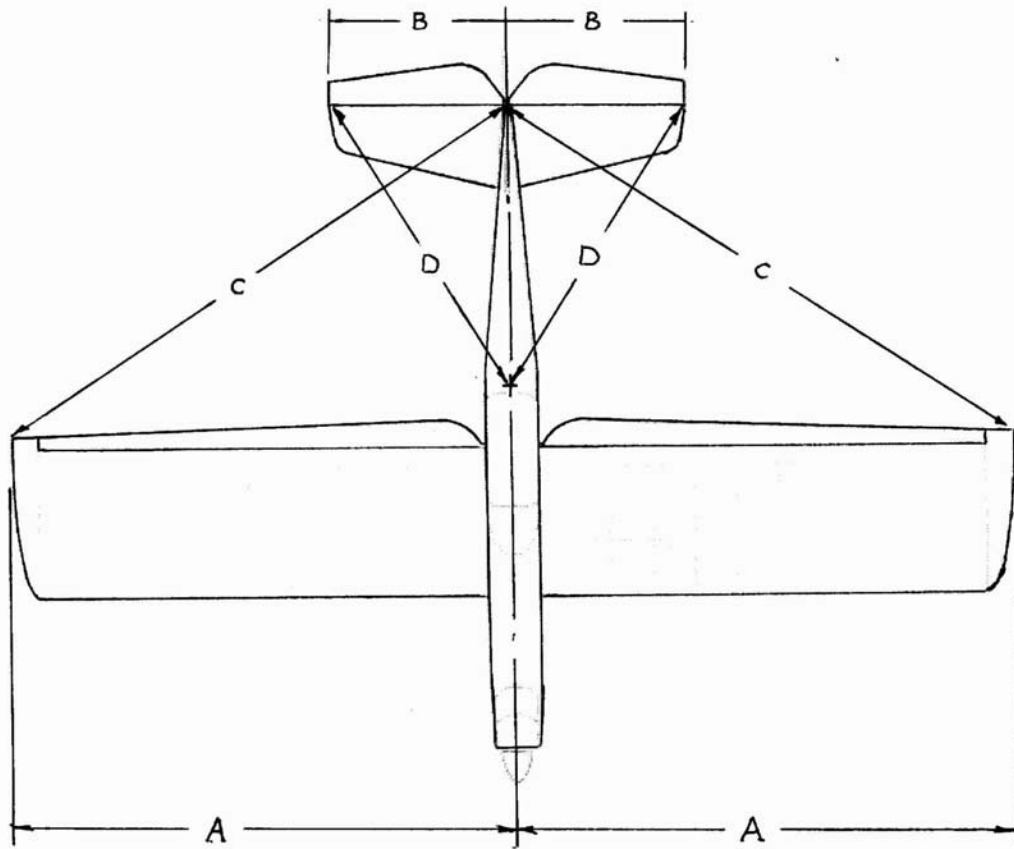
There is no reference to the vertical fin on either diagram. Its alignment is very important for a great flying airplane. Be sure to use a 90 degree (a right triangle) angle to glue it in place. Also a single fin or rudder as we normally call it should be centered on the centerline of the fuselage.

Radio Installation

We have the airplane straight, now lets look at the radio installation. Generally you can follow the kit manufacturer's directions. They may have a recommended location for the servos. I generally try to follow the directions. They have been worked out and usually are good. Don't mount a servo such that the pull is from the side (an exception is the throttle servo). This arrangement causes the servo to rock and flutter may result. The pull on the servo lengthwise avoids this rocking movement.

The linkage from the servo to the control surface must be straight and stiff. You don't want any flexing here. Don't use balsa for pushrods. It may break at a bad time causing a crash. There are better materials to use. The servo arm and control arm should be at 90 degrees to the pushrod. The length of the servo arm and control horn should be the maximum while still giving the required control surface left/right or up/down movement. If you do all this, you will take advantage of the servos power and not have to go beyond the normal movement of that servo.

Before we leave the radio installation, we have to set up the throttle linkage. The mechanical linkage can be one of numerous ways. I have seen a solid wire, braided wire, and a tube within a tube. Of course the wire is enclosed within a tube to prevent rubbing the fuel tank. All of these work fine for this application. Be sure to secure the outer tube to the side of the fuselage. The throttle arm will travel approximately 90 degrees. Before the engine is mounted in the airplane, check that the throttle travel is equal fore and aft when open and closed. Select a servo arm that has approximately the same length as the throttle arm. It may take some trial and error work to see that the throttle is closed at the lowest setting of the throttle trim and fully open at maximum throttle throw. The final adjustment will be when you start the engine the first time.



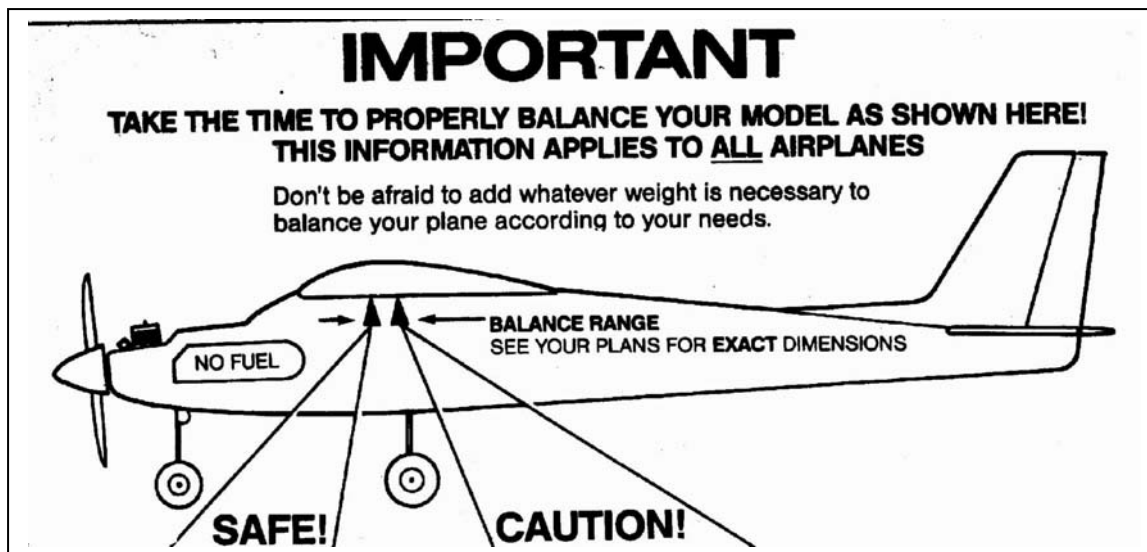
Note: All letter designation must be equal. For example: $A = A$

Tank Position

The lowest position of the centerline of the fuel tank should be no more than ½ inch below the engine's needle valve. The highest position of the centerline of the fuel tank should be at the needle valve. Any higher and the engine will load up at idle with a full tank and go too lean when the tank is nearly empty. A high tank position will result in flooding and difficult starting. If the tank is too low, the engine will lean out towards the end of the flight and not hold a constant setting. The tank should be as close to the engine as possible. The fuel lines should be as short as possible. A longer line is easier to grab but remember that the engine has to pull fuel from the tank with nothing but the low pressure from the venturi. The tank should be surrounded with foam rubber to prevent foaming.

CG or Center of Gravity

We are now ready to consider the center of gravity. This is a very important step in getting your model airplane ready to go. Be sure you have the model with engine, radio, empty fuel tank, and all pushrods connected. If you forget it or neglect this step, chances are the test flight will not be a fun time. If it is too nose heavy, the model won't fly very well. If it is too tail heavy, the maiden flight may be very short. The plans or instructions should have the CG identified as a range. This range is a distance measured from the leading edge of the wing. This will be in inches or millimeters depending upon where the kit was made. Take a small strip of covering and mark the location(s) so you won't be having to measure a number of times. I recommend for the first few flights that you have the CG in the forward half of the range. Try to balance the airplane by moving the servos and battery. Avoid adding weight if at all possible. A high wing airplane as shown below will be balanced upright. While a low wing airplane will be balanced upside down.



This picture shows the basics of balancing a model airplane for any model. Canards and deltas are a little different.

Now is a good time to check the lateral balance of the airplane. Remember we balanced the wing before. Now we will check the entire plane. As before if the airplane drops a wing, add some weight to that wingtip. This should be a minimal amount of weight because of our earlier work.

If you followed all that we discussed you will have a straight and well balanced airplane that is ready for its checkout or maiden flight. There should be few surprises on that first flight. Set the control throws per the specs on the plans or manual. If your transmitter has dual rates set the low rate at 70 to 75 percent of maximum. The test pilot may prefer to make that first flight on low rates to minimize surprises. Good luck and enjoy flying your new airplane.