HI-SKY R/C FLYER

February 2007 Volume 36 Issue 2

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

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

Meeting:
The February meeting will be held February 6, 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.

Dues are due:
Our club dues are due for 2007. Please pay early to help our treasurer. If you are unable to attend the meeting, send a copy of your AMA card with the payment of $20.00 to:
Hi-Sky R/C Club
P.O. Box 81012
Midland, TX 79708

HI SKY R/C Club Minutes: January 2, 2007

The meeting was held at the First Baptist Church Activity Building.

Bruce Hoover brought the meeting to order at 7:00 PM. There were 18 members present. The minutes were approved as presented in the December News letter.

Field Report: Bruce reported that the field looks pretty good. He has put in an order to get the Porta-Potties emptied and cleaned.

Safety Report: A.J. Lee gave the safety report. All is safe. Probably because nobody is flying due to the

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AMA District VIII – January 2007
Safety Notes by Chuck Waller

Editors note: (Our new District VIII VP, Jim Rice, appointed Chuck Waller to be the Safety Coordinator. Chuck has extensive experience in the field of safety both in his work and also our hobby.)

I want to thank Jim Rice for the opportunity to serve District VIII as Safety Coordinator. As Jim said, I travel to a large part of the District on a regular basis so I hope I have the opportunity to visit with many of you in the not to distant future. I plan to continue with the format Jim has been using and examine a different topic each month. It is very important to me to hear the concerns of individual clubs regarding safety.

The first thing I wish to cover is the necessity of conducting a proper pre-flight check on all new or recently purchased aircraft. How many times have you bought an airplane, especially a used one, from the hobby shop or a swap meet? You take it home and install radio and engine and hurry to the field to fly your new airplane. This happened to a friend of mine, and a very good pilot, about a month ago. He had bought the airplane at a swap meet and installed an engine similar to what it originally had, so he expected good performance. He brought the airplane to the field, assembled it, performed a radio check and took off. About 3 minutes into the flight, the airplane started rolling left. There was not enough trim to correct so he called "I've got a problem, I'm landing". Although it was obvious he had little control, he was able to get the plane down in a grassy area next to the runway.

When we looked at the plane we discovered that the left aileron had come completely off the airplane and was hanging by the control rod! The CA hinges had come loose.

This "incident" had a happy ending. Both pilot and airplane recovered to fly again. But what if he had lost control and crashed into the pit area? Or an area with spectators and vehicles? Part of your pre-flight inspection should be to pull on each control surface to ensure it is attached firmly. This is important not only with new aircraft, but even with airplanes you fly every day. Things can happen which could have a disastrous effect on you and the people you fly with.

In a future column, I will discuss all aspects of a good pre flight check.

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From The Robbins Nest:

Electric Foamy landing gear made easy: There are two ways to launch electric planes. If you are at a local park flying over grass, hand launching is the only way to go. If you often attend indoor events, and have a hard surface to take off from, then some type of landing gear is a must. In this article, I'm going to illustrate a simple, but effective way to add landing gear to a foamy aircraft, with a minimal weight gain. The items used include: **carbon fiber rods for the landing gear legs, wire for the axle, Kevlar string, light small wheels, and 1/64" ply for support points, and medium foam safe CA glue.**

The following photos illustrate the method used for the landing gear construction.

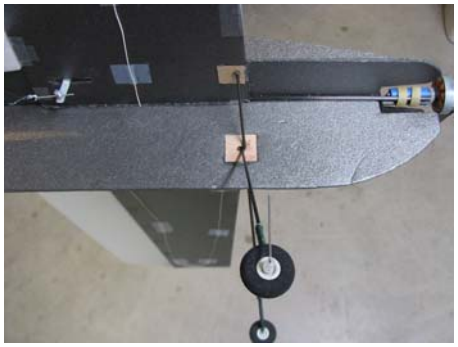
1) Bend a small right angle loop into the axle wire, which will hook onto the carbon fiber landing gear.

2) CA the wire to the carbon rod, then secure in place by wrapping with Kevlar string, then apply CA to the string wrap.

3) Landing gear ready for assembly. Bend wire 45 degrees to form axle for wheel.

4) Slide on wheel, add small plastic spacer, then bend wire to hold wheel in place.

5) Landing gear passes through fuse, and is supported with thin ply that has been glued in place.



6) Overall view of landing gear. Foam wheel pants can be added to the vertical axle wire.

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holidays and the cold weather.

Activities: Jim Ruple advised that it is time to get the activities list up to date. A general discussion was held with the following results:

Electric Fly at CAF – Consensus was to try for the 14th of July. If that is not available, then go for the 21st. Dennis Robbins will confirm the dates with Bill Coombes and the CAF. Will report back at next months meeting.

Calling all Hogs – Gene Laughlin reminded us that this year is the 50th anniversary of the AstroHog. We decided to set the meet for September 15th & 16th. Gene will talk to Sig to see if they will have any input to the meet. More at next months meeting.

IMAC - We will combine with the Odessa club. The dates are May 26th & 27th.

Fajita Fly-In – This will be a fun fly with events (limbo, poker run, etc). Date picked was June 16th.

Special request from the Odessa club: Maurice Alfred's grandson was seriously injured in a MotoCross accident earlier this year. He is paralyzed. The Odessa Club is having a fly-in in his honor on March 24th. Everyone is invited. No limits on planes. $20.00 landing fee, proceeds going the Maurice's grandson.

Jim Ruple made the comment that we need to advertise everything to everyone. E-mail, flyers, word of mouth and personal contact. Get the word out.

New Business:
Gene Laughlin had a brochure for a new Spectra Radio. CD available for anyone interested.

Gene Laughlin made contact with LuAnn Morgan about the new field. LuAnn met with the City Manager and City Attorney. There is going to be a bill put to the council that will set up a potential lease position for the Hi Sky R/C Club. The main issue is the field safety and control of activities to make the area safe. Gene suggested that all club members call their Councilman and visit with them about the bill, stressing the safety issue.

Show and Tell:
Jim Tartt showed his new Llama. Flew it in the meeting room and it did great.

Justin Robbins showed his new Blade CH2. Flew it later in the gym and is does very good.

Club Raffle: David Harrell won the Foamy Extra 25 Kit.

Meeting adjourned at 7:45 PM.

Picked Up Passing By
The weather has been unfriendly to flying. We have had wind, rain, hail, sleet or snow since the last meeting. There have been only a few good flying days. Some few have been brave and ventured out at times.

Did you know that the Kangaroo and the Emu can't backup? Their physical makeup prevents their moving backwards. This has no relation to model airplanes, but it is an interesting fact.

A friend from church passed away recently and I have been asked to help sell his model airplanes. He had not flown since 1993 after a health problem left him unable to cope with the sound of the engines. There are some good buys in models and hardware.

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

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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

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Estate sale
¼ scale Cub – This model airplane needs a person who has a place to refurbish and fly a fantastic flying model. It needs a bit of rework to being ready to fly. It is solid white. No radio.

Great Planes P-51 – This is almost ready to go. Has retracts, looks great. Needs the canopy glued on. No radio.

Trainer with Super Tigre .46 engine has radio but radio needs batteries.

Cessna with ASP .46 radio needs batteries.

Airtronics radio appears to be new, but it probably needs batteries.

Miscellanous items.
Contact Henry Smith

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CALENDAR OF EVENTS

ODESSA SWAP MEET

ODESSA CLUB FIELD

FEBRUARY 24, 2007 STARTS AT 9:00 AM

ODESSA BENEFIT FUN FLY

ODESSA CLUB FIELD

MARCH 24, 2007

This is a benefit for the grandson of Maurice Alfred who is disabled after a motorcycle accident. Landing Fee $20.00

Please send me your ideas and subject matter for this column. I also request that you send me a complete description of any incident at your field (without names).

Please feel free to contact me at any time. chuckstt@gv...

Chuck Waller

Till next time remember: SANE
Safe Aeromodeling is No accidEnt

ENGINE IDLE:

Setting a slow, reliable idle

A month seldom goes by in which I don't receive letters from readers experiencing idle problems. As this seems to be a common problem, let's take a look at setting up an engine's idle. It isn't really all that difficult.

To start with, many idle problems with non-pump equipped engines can often be traced to an improperly positioned fuel tank or a fuel tank that is too far from the engine. The centerline of the fuel tank should never be any higher than the centerline of the fuel jet and preferably 1/4 to 3/8 inches below. This helps decrease the siphoning action with a full tank of fuel.

The make of the glow plug also plays an important role. Any older design, cross-flow scavenged (ported) two-stroke engine should use an idle bar glow plug. Most of the newer Schnuerle ported two-stroke engines do not require an idle bar plug, but if idle problems are experienced, an idle bar plug should be used. If you aren't sure whether the engine is cross-flow or Schnuerle ported, just look into the exhaust. If there is a baffle on the far side of the piston, the engine is cross-flow ported. If there is no baffle, it is Schnuerle ported. Some engines do have better idle characteristics than others due to differences in porting, timing, compression ratio, etc.

When it comes to the actual adjustment, there are two basic methods. The first is to start with the fuel tank half full and the idle speed set in the 2,500-2,700 rpm range. This is where a good tachometer comes in handy and is something every toolbox should contain, not just for setting idle speed but for proper richening of the top end as well. Then, use the "pinch test" (i.e. pinch the fuel line). If the engine dies immediately, the idle mixture is too lean and needs to be opened in 1/8-inch increments. If the engine speeds up and the idle improves, the mixture is too rich and the adjustment should be turned in or leaned.

If the engine is cowled in and the fuel line to the carburetor is not easily accessible, with a tricycle gear ship, lower the tail. If the engine dies immediately, the mixture is too lean. If the idle improves, the mixture is too rich. Remember to always make any idle mixture adjustments in 1/8-turn increments—not one or two turns at a time.

With a tail-dragger, make the mixture adjustments with the tail raised to a level position, being careful not to go so high as to have the propeller hit the ground. Then, lower the tail following the same procedure as with the tricycle gear model.

For the final check, accelerate the engine to full throttle. If it slows and sags and has a weak sound, the mixture is too lean and needs richening. If the engine sputters and spits out a lot of smoke, the mixture is too rich and should be leaned.

After a satisfactory idle and acceleration have been established, you can try lowering the idle speed to the point where the engine will remain idle for a prolonged period with good acceleration to full throttle. Again, the idle speed should be set with a tachometer and not by ear.

Many cases of an engine dying at idle are simply because of pilots who try to idle the engine too slow. It is nice to watch an engine tick over at 1,800 rpm, but an idle speed in the 2,200-2,500 rpm range is more practical and reliable.

Also remember, the heavier the propeller and the larger the diameter, the better the flywheel action. Increased flywheel action is always beneficial to a slow and reliable idle.

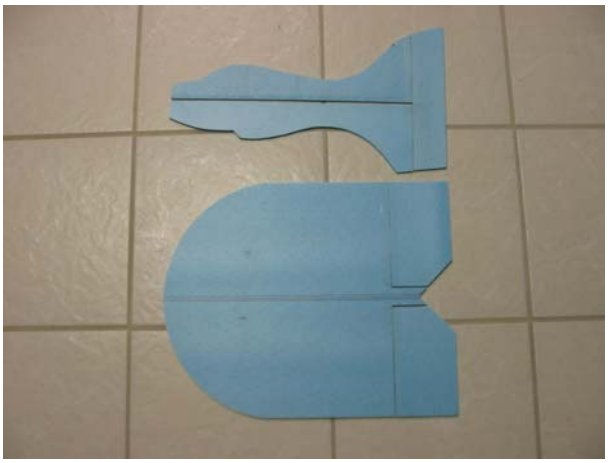
from Prop Talk
Riverside Radio Control Club
Jim Bronowski, editor
Riverside CA

Raffle at the Club Meeting

Two chances to win!

MiniJAR kit *designed by Gary Jones*

(ready for assembly)



OR

Komodo Hobby KH278 outrunner kit