



HI-SKY R/C FLYER

January 2006

Volume 35 Issue 1

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

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

Meeting:

The January, 2006 meeting will be at the First Baptist Church Activity building January 3, 2006. The meeting will start at 7:00 PM. You will have a chance to fly after the meeting.

Minutes:

HI SKY R/C Club Minutes: December 6, 2005

Meeting was held at Michael's.
Meal at 6:00 pm.

Jim Ruple brought the meeting to order at 7:00 pm. There were 13 members and 1 guest present. Jim Ruple request that the November minutes be corrected to say that the electric bi-plane brought to the November meeting belongs to Ralph Gillette. The minutes were then approved.

Field Report: Bruce Hoover gave the field report. The field is in good shape.

Safety Report: AJ Lee gave the safety report. All is safe.

Activities: Jim Ruple reminded everyone to be thinking about the 2006 activities. We need to set our activity dates for the coming year, including the Delta Darts, electric fly-in, etc.

Old Business: In dealing with the old business, Chester Tieman was available as usual.

New Business: Everyone is encouraged to visit the new flying site on FM 307. The caliche is down and

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Flying like the "Real Ones"

A pet peeve of mine (and I admit significant bias here) is watching models be "yanked and banked" far in excess of what a real airplane could tolerate. As much as I am in awe of the performance abilities of "3-D" acro airplanes, and most especially their pilots, I'm just not a fan of models flying not as airplanes but as some computer game image.

Last month I spoke of the need to always fly your airplane and not let your airplane fly you. Part of that involves, to me, trying to duplicate the flight of a real airplane. One thing that quickly becomes apparent is the need to fly smoothly. There is a grace in flying that we should be able to capture, and this both adds to the illusion we are trying to create when flying scale models as well as the idea we are indeed directing the airplane to go exactly where we desire and not where the vagaries of wind, gravity, thrust, or other forces can move our them.

I have been asked by several of the club members who are new to flying just how to achieve this smoothness of flight and I've given some thought to doing this. First of all, most airplanes have way too much control throw. When you set up your airplane, don't assume that total control throw for all surfaces must be 45 degrees! Remember that, in models, pitch (elevator) is the most sensitive and powerful control. Try (if you have dual rates) to fly on low rate elevator and see if this smoothes out your flying. Ditto with the ailerons: whereas the elevator remains effective farther into the stall, ailerons lose effectiveness at higher angles of attack, but most of our models have plenty of aileron. A roll rate of 720 degrees (full

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leveled.

Officer Elections: The elections went quickly. By a unanimous vote the new officers for 2006 are:

President	Gene Laughlin
Vice President	Bruce Hoover
Treasurer	Ed Anderson
Secretary	David Harrell
News Letter Editor	Henry Smith

Bill Coombes reminded everyone that a big thank you goes to Henry Smith for the time and effort in putting the news letter together each month.

Dennis Robbins also noted that a Bill Coombes article printed in the HI SKY R/C news letter was reprinted in the San Angelo R/C new letter.

Show and Tell: Jeff Laufer brought a GWS Formosa foam plane with a GWS 350-B gear drive, 10x8 prop and 2 cell lipo 1200ma battery pack. Dennis Robbins brought a Mini JAR (Just Ain't Right). The JAR was designed by Gary Jones of Clovis, N.M. The plane weights 3.5 oz without a battery. It has a homemade 16 turn 26 gauge CD rom motor, 7x3.5 prop, Phoenix 10 ESC, GWS Pico R4P receiver and 3 GWS Pico Servos.

Club Raffle: Castle Creations provided a Phoenix 25 ESC for the raffle. The raffle was won by Dennis Robbins.

The meeting adjourned at 7:40pm.

Upcoming Events: None

Picked Up Passing by
By Henry Smith

Christmas is past and it is time to make our new year's resolutions. I will make a few suggestions.

1. Do not try to stop a spinning propeller with your hand.
2. Remember to take your transmitter with you to the field. If you have more than one, then bring the one for the airplane(s) you bring.
3. Bring an extra prop just in case -----.
4. Charge both the receiver and transmitter battery to capacity before you go to the field.
5. Read the instructions for your radio, engine or ESC, and chargers.
6. Help with at least one club project that isn't your "bag".
7. Try to attend at least 75 percent of your club's meetings.
8. Pay your club dues in January.
9. Learn something new.

This list was not meant to point a finger towards anyone but to gently remind us of a few things.

Did you know that you can mail your dues in to the club? Just make a copy of your 2006 AMA card and mail that with a check, cash, or money order to: High Sky R/C Club; P. O. Box 81012; Midland, TX 79708. Make your check for \$20.00 and payable to High Sky R/C Club. Isn't that simple!

On a serious note here, the sooner the dues are paid the easier it is for the club treasurer. There are certain duties that position has and if we do not wait until the last minute to pay up then the treasurer has more time to get everything done. And Ed has done an excellent job of overseeing our finances and the relations with AMA.

If you know of a club member that is not receiving the newsletter, have them get in touch with me and give me their email address. I will add them to the list.

One of the things I do when I first get to the field is check with everyone there to find out what frequency they are flying on. Why bother to do this? After all, we are supposed to put our cards in the frequency board (or pin up) right! That is true, but as an extra precaution I find out what channel the other flyers are using. That in a small way prevents rekitting an airplane. In a club the size of ours, we can all have a different channel, well almost. But Elmer may have received a new radio for Christmas and it is on 39. Sam has had channel 39 to himself for years. If both are out at the same time and neither knows the other is on 39 there may be trouble.

On a related note, always put your card in the channel for your transmitter. Even if you are alone! What can happen if another flyer shows up and you are both on channel XX? Another ugly picture. We should always "pin up" before we fly even if we are the only one there.

And thanks to Bill Atkins, Dixie Aeromasters, Byron, GA. You might be an RC Modeler if:
Your wife complains about the balsa dust on the car's windshield.
You have more than one scar on your cranking hand.
You have a layaway account at the local hobby shop but can't understand why your wife buys so many clothes.
Your kids borrow rubber bands from you.
You buy a 4-wheel drive pickup so you can go get your plane when you "land" it.
Your wife spray paints her wrought iron furniture with your fuel proof paint.
You buy your wife a new computer for Christmas so you can practice with the new flight simulator.
You put Du-Bro wheels on your TV tray.
You shop Toys-R-Us for pilots. And....
You consider a Sunday picnic as a couple of hot dogs at the flying field.

CALENDAR OF EVENTS

WEATHERFORD SWAP MEET AND AUCTION

HALL MIDDLE SCHOOL

MARCH 24 & 25, 2006

Friday 5 PM to 9 PM – Sat 8 AM to noon Auction till 5 PM

Watch this space for 2006 events!!! We have to get our events scheduled.

For Sale

Contact Bill Coombes at 689-8359 or better -----

Email at snj24@earthlink.net

Top Flite Spitfire kit...60 sized...complete NIB \$75

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

World Models Clipped Wing Cub (electric power) ARF- \$60 new in the box.

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

Norcal BT-13 SOLD

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

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Things to think about:

If you can't afford to do something right, then be darn sure you can afford to do it wrong. Charlie Nelson

The soaring problem is apparently not so much one of better wings, as of better operators. Wilbur Wright

As he observed buzzards in flight. It still holds true 100 years later!!!! How well we know.

Laughter is the shortest distance between two people.

Victor Borge

deflection of a T-38 jet!) simply isn't necessary! (FYI: that rate is so disorienting to the pilot of a T-38 that he can't do just one roll). Besides lessening the control throw try using differential aileron: more "up" than "down" usually allows for smoother roll control. The rudder (you know, that control we almost never use in average roaring around except for take-off) is one of the exceptions to the less throw is better school of thought. Where people get in trouble is in coupling rudder throw with an equivalent amount of nose wheel (or tailwheel for the real pilots out there) movement. You just need a tiny bit of movement in the nose wheel or the tail wheel to impact directional control of the model on the ground.

Another thing to think about is what you use to move the sticks on the transmitter. Most folks simply rest their thumbs on the sticks and wiggle 'em that way. To my way of thinking, this isn't very conducive to smooth movement. Surgeons don't use their thumbs exclusively to perform operations....at least none that I know! I like to hold the sticks with thumb and index finger for more precision in moving. I realize that holding the transmitter is awkward, and some people with smaller hands can't easily hold the box without using index fingers. A neck strap or a tray might help there. Also, you can try using "exponential" instead of the regular setting most radios have....expo means that the stick movement is more proportional (more stick equals more control movement) which is different that what most simple radios come equipped to do. I've never had a fancy enough radio to become comfortable with all the electronic "fixes" that are available to help pilots become smoother on the sticks, so I can't speak authoritatively about them, but lower rates and expo might be something you could experiment with for smoother more realistic flight.

If 25G pulls and "Harriers" are your deal, disregard all the above!

Till next time....

Bill Coombes

The Golden Rules of Flying

By Dennis Robbins from the June 2000 issue of the HI-SKY FLYER

While recently flying at our airfield, I was reminded of what I have labeled as the three golden rules of model flying. If followed, these rules will reward you with many years of enjoyable flying, but if you elect not to abide by the rules, discomfort, eye strain, possible pain, and fatigue are sure to come your way.

Most of you are familiar with the rules and wisely attempt to follow them, but few of us succeed at this quest. Many innocent airplanes have met their doom by pilots either forgetting the rules or choosing not to follow them. This often leads to numerous uncomfortable situations which could have been avoided if only these three simple rules were kept.

Let's take a look at the rules, which many will scoff at, saying "I would never do that", or "I've known that since I began flying". These statements usually come from beginners in the hobby, or seasoned veteran pilots whose planes have nine lives and are not subject to the same principles of aerodynamics as other airplanes!

RULE No. 1 Never fly directly over your head!

Simple enough you say? I have been flying model airplanes for many years now and still end up overhead on occasion. Most of the time this is no big deal. But sometimes disorientation can result since the attitude of the plane is not easily identifiable while looking straight up. From personal experience, I have learned that this is not the best place to be. If you have ever been in a predicament because of flying overhead, you know what I talking about. And if you have not had this experience, you will! Believe me, this is one rule that should be followed.

Rule No. 2 Never fly through the sun!

This rule is a little easier to understand. Temporary blindness almost always results which prevents the pilot (you) from seeing the plane for a few seconds. Unfortunately, those few seconds of temporary blindness is all that is needed to put your prized airplane in the dirt. This one is a must to avoid. One trick is to hold your transmitter up to shade your eyes. This usually helps, but not always, so try to follow the rule. Just don't fly through the sun!

Rule No. 3 Never fly too far away!

"Duh!" you say? I can hear you now. "Everyone knows that you can't see the plane if you get too far away! Tell me something I don't know." This is exactly my point. We all know this golden rule, but I can assure you that it happens all the time. I have been there and done that! Even with many years of experience, I still find myself in an awkward situation because I ventured too far away from home. Airplanes can get small real fast, and if the sky is hazy or overcast the planes tend to silhouette. Webster's defines silhouette as being filled in with a solid color which makes the orientation extremely difficult to determine. This has either happened to you or will happen some time in the future, so don't get too far out from the field. One day while flying at the field, I broke this golden rule. I could not tell if the plane was coming nearer or going farther away and had to fly in a large circle and listen to the engine sound to bring the plane in closer. On another occasion, I couldn't determine if the plane was right side up or upside down. I had to instinctively fly the plane until I could figure it out. But maybe this was a result of flying through the sun....

Thanks:

With this first issue of the Hi-Sky R/C Flyer for 2006, I would like to thank some people who help get this newsletter and every newsletter sent out in 2005 to you.

Bill Coombes and Dennis Robbins have been very good to write articles for inclusion in the newsletter.

Jim Tartt and David Harrell for getting the club's minutes to me.

Jon Wheeler – Thanks for your efforts each month in converting this into a PDF file so it can be read by everyone.

From the Robbins Nest:

I hope you all had a great Christmas and New Year with family and friends, and received some new R/C airplane items as well. I had the opportunity to fly on numerous occasions, thanks to the wind cooperating, and have enjoyed every moment in the air. I now have several flights on my JAR (Just ain't right) aircraft designed by Gary Jones from Clovis, NM, and am attempting to learn to hover. All I can say about my hovering technique is it JUST AIN'T RIGHT!

I have read on the internet where some pilots just can't see the fun in making an airplane stand on it's tail, nose pointed to the sky, and holding it in that position for the duration of the flight. Well let me share something with you, it isn't as easy as it looks. This hovering thing has challenged my flying skills once again, and personally, new challenges in this hobby are enjoyable, so I may be enjoying flying for some time. I am not a quitter, and prefer to fly only one or two planes, and get really good (you get to define good for yourself!) with them, before moving on to something new. This is my newest endeavor, to master this hovering thing, and I am resolved to succeed. Gary Jones is part of my motivation, by first, making appear easy, and second, by having so much fun!

Think back to your very first time on a buddy box, as you took control of an airplane for the very first time. Wasn't it exciting, but very frustrating all at the same time? Now fast forward to the present and reflect on how easy aerial flight comes to you. See what I mean? But we all know you spent many hours building your plane, and flying with an instructor before you could actually fly by yourself. Just look at what hard work and determination has accomplished.

Whatever you do in this hobby, and life for that matter, challenge yourself to keep things interesting, and have fun doing it. Seek to succeed at all you do, and don't give up. The rewards are too great to accept anything less than your best, even if it is mastering this wonderful hobby called model aviation.

Dennis Robbins