



HI-SKY R/C FLYER

January 2007

Volume 36 Issue 1

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

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

Happy New Year!!!

Meeting:

The January 2007 meeting will be held January 2, 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. It is easier on our treasurer if you pay early. If you are unable to attend the meeting, send a copy of your AMA card with a check, cash or money order to the club at:

Hi-Sky R/C Club
P.O. Box 81012
Midland, TX 79708

HI SKY R/C Club Minutes: December 05, 2006

Meeting was held at the First Baptist Church Activity Building.

Gene Laughlin called the meeting to order at 7:00 PM. There were 22 members present and 1 guest. The prior meeting minutes were approved as written.

Field Report: No field report.

Safety Report: A.J Lee says every thing is good. Fly Safe.

Activities: Jim Ruple stated that there are no activities scheduled for the remainder of the year.

Old Business: No old business.

New Business: Gene Laughlin reported on the lack of progress on the new flying field at Cole Park. The city has determined that the old land fill site is part of Cole Park.

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AMA District VIII - November 2006

Safety Notes by Jim Rice

Most of our District does not have a flying and a building season. Generally we fly and build year round. Therefore flying and shop safety are both important year round. Sandy Frank has a very good article on battery safety in his Model Aviation Column this month. Everyone should read it and follow his guidance in every way when dealing with chargers and batteries.

I have said before that Safety is everyone's business, not just the Club Safety Officers'. However, the club Safety Officer is a valuable resource for all club members and especially for your board of directors or executive council. He (or she) always has an eye open toward safety concerns because we have tasked him to do that. He has an ear open toward safety discussions in case there is a place to interject a thought or hear a new idea. Safety Officers should be voting members of your Executive Council. It will give them credibility with the rest of the club members and council members and provide the council with another dedicated volunteer to help in the planning and decision making process.

Now to some Safety Issues I have seen in the past month. One was me. Yes I sometimes do stupid things and occasionally find myself being unsafe too! I was test flying an old airplane that had not been flown in over 5 years. I put new batteries in it and a new receiver but did not change switch or servos. It range checked and seemed fine on the ground, even with the engine running. After take off, it flew well for 2-3 minutes but then started rolling one way and opposite aileron correction started a roll in the other direction. It never stayed level but just rolled one way then the other. There was a strong cross wind and as I fought it, it turned down wind and continued rolling left then right. I kept thinking I would get it level and then take off the power. It crossed our dead line but way away from the pits and parking so I fought it another second or two and finally decided that it was impossible to save and I didn't want to leave the confines of our field so I pulled the power and it rolled into the ground. When we went to retrieve it, it was off of our property by about 50 feet and only 150 feet from a busy highway. The airplane and its radio and engine were destroyed. It was only a .36 so it wasn't very big but it was traveling down wind pretty fast. I waited too long to decide to bury it and almost caused an incident.

As I reviewed the flight, I could remember consciously deciding that since I was away from pits and parking I could wait another couple of seconds to try to get it level... Mistake

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From The Robbin's Nest:

By Dennis Robbins

Indoor Electric Events:

Here is a list and short description of upcoming electric events that might be of interest to those flying electric planes.

San Angelo, TX, Feb. 10-11, 2007 (T.I.N.Y. Indoor Fly-In)

Link to information:

<http://www.rcgroups.com/forums/showthread.php?t=596080>

The first event is hosted by the San Angelo club. This is their first indoor electric event, and it should be an excellent venue. The event will be held in the San Angelo Coliseum, and if you view the photos in the above link, you will see how large the site is! They will have concessions on the premises, and they promise plenty of pit area with ample electrical outlets.

Details: AMA membership required

Weight limit of 16 oz, and 3 cells on all models

\$10 landing fee for the entire weekend

5 raffle tickets included with landing fee

CD is Mark Greer (325) 450-0635 email: aeronot@gmail.com

San Angelo club website: www.angelorc.com

Big Spring, TX, sometime in March, 2007 ?

I haven't officially seen any information for the Big Spring event, but the last two years it was held in the middle of March, and is one of the most popular events around.

The event is held in the Howard College Coliseum, and is always well attended. As soon as I know more on an official date, I'll include the info in my article.

Plainview, TX, April 28-29

This is Plainview's 2nd annual event, and if it is anything like last year, it will be well worth the time to drive up and enjoy the flying. The venue is going to be held in the Ollie Liner Center, and is huge. One end was dedicated to the 3D hovering machines, while the rest went to the oval fliers. I hope the 3D portion is enlarged slightly (hint). This event is hosted by Reegan May, who is a high school student, and ran the venue like an old pro. A few simple contests were even thrown in for good measure, which included a homemade moving flight deck. This was used to simulate carrier landings, and was a hoot to watch.

Details: Reegan May 806-285-2445

The next article was written by Dennis a few years ago. I thought it worth bring back because it has some hints that we tend to ignore.

NEW RADIO NEWS! If a new radio is on your Christmas list, (I hope to win the raffle!) and you actually get one, here are some things to think about before you place it in your best and most favorite model. As we all know, radios and receivers can and do quit working sometimes. But would you ever suspect a new radio not to work? It can, and does happen. I was recently reminded this while out at the flying field. A brand new receiver right out of the package seemed to have problems. This was noticed because the pilot was very observant. He caught the problem before the plane was flown. What this tells us is even new equipment needs to be completely checked out before flying. This includes a detailed range check, per the instructions included from the manufacturer. I also know someone who follows this with a range check while the engine is running. He has someone hold the plane, and repeats the range check. He feels this allows a check with the plane vibrating. Not a bad idea. This same person also has a radio test plane. This is a plane he is not so proud of. All new radios are placed in this plane, and test flown numerous times before actually being placed in a 'good plane'. This insures him that the radio is working fine. This may sound a bit paranoid to most of us, but this fellow has lost some really nice, and expensive models because a new radio failed. You decide what works best for you, but just remember to check out that new radio real good before taking to the air.

CHRISTMAS TIME IS NEAR: I am going to guess that most of us have our wish list complete, and have begun to place little pictures of planes all over the house, refrigerator, etc. While it is fun to get these things for Christmas, we need to use this time of year as an opportunity to give to others in need. And not only during Christmas, when we traditionally give to others, but all year long. Giving to others is an honor, privilege, and is a way a saying thanks for all we have been blessed with. As you share this Christmas season with your family and friends, maybe we can all make our wish list a little smaller and our GIFT list a little bigger! Merry Christmas to all,
Dennis Robbins

Gene is reviewing our options with one of the city council members to determine how we can proceed. Ed Anderson has suggested that we also look at other options like purchasing land and/or a long term lease. Discussion also centered on how far club members would drive to a flying site. If anyone has other suggestions, please bring them to the next club meeting.

New Officer Elections for 2007 were held. It was a close race for each position. The new officers were all elected by a vote of acclamation.

The new officers for 2007 are:

President	Bruce Hoover
Vice President	Tommy Thomas
Treasurer	Ed Anderson
Secretary	Ralph Gillette

Show and Tell: Bruce Hoover brought two combat planes for show and tell. One has a bladder fuel tank, Magnum .15, with a 60 inch wing span. The second one is setup for a .25 size engine, with a 64 inch wing span.

Club Raffle: A GWS receiver was provided for the raffle. The raffle was won by Tommy Thomas.

The meeting was adjourned.

Upcoming Events:

Christmas December 25, 2006

RC Combat Website

Go to: www.westtexasrccombat.com and check out the website.

I received word that Jim Tarrt's father died prior to the last meeting. Our sympathy goes out to Jim and his family for the loss.

Picked up Passing by

I have been including a safety article written by Jim Rice. Jim has been elected our new District VP. I offer him my congratulations. I think the safety articles are worthwhile and very interesting to read. Safety is very important not only in our hobby, but in our everyday life. I hope he or someone continues to write them.

If you are an AMA member and a member of the Hi-Sky RC Club, you need to be concerned about safety at our field. Our new District VIII Vice President, Jim Rice, says, "It is easier to take heat from a fellow club member for correcting him than it is to take him to the hospital or the morgue". If someone makes a serious enough mistake we could lose our field, or even worse, someone could be seriously injured. If you could have prevented that, would you be able to live with yourself for not doing or saying something? You don't have to get mad before you say anything. In fact, if you are mad, don't say anything. Either get someone else to say it or wait until you have cooled down. It almost never takes a harsh word to correct a problem. Just a gentle reminder will do the job most of the time.

Our best wishes go to Dave Stoner. Dave said he got a new job and was just married. They have moved to Monahans. So they are not far away. Dave, best of luck and I will keep you on the newsletter list.

Tips and tricks

Winter Wear

By Rob Coniglio

The R.J. Hhog Roslyn Heights, New York

Here we are at the close of another flying season—for most of us anyway. We do have a few members who fly year round. But don't give up on the weather just yet. The past several weekends have seen good flying weather and we should have several more before the cold really sets in. When the cold does come our way, you don't have to go into hibernation until spring; just be prepared for it.

First, protect your body from the cold. I got myself a full cold-weather jump suit—you know the kind you see guys wearing at gas stations. In fact, my car mechanic got it for me. Next thing is to protect your hands. Some fliers use transmitter gloves that cover both hands and the transmitter. Personally, I prefer gloves but I found that I couldn't feel the sticks and that bothered me, so I found a solution. I got a pair of hunting mittens. They look like regular mittens, but the part that covers the fingers actually can fold back, presumably so you can fire a weapon. I just stick out one finger and my thumb to fly. Between flights, they join the other warm digits inside. Also, remember to keep batteries fully charged because they lose their charge faster in the cold.

Rubber Bands Don't Hold in the Cold

This is probably one that many don't know about, but a temperature of anything below 40° is too cold for rubber bands. I've experienced it personally and it's not a good feeling watching the wing separate from the fuselage as you're flying across the field. Actually you stare at the wing because it flutters slowly down like a leaf, while all of the important stuff in the fuselage does a kamikaze dive into the woods. So keep those models where the wing or anything else is held on by rubber bands home when it's cold. This holds true for glow and electric models. After all, rubber bands are rubber bands.

Fly with a Buddy

In the wintertime there are fewer people using the flying site. This is both good news and bad news. The good news is that you have fewer people to watch out for, not to mention more parking. The bad news is you have fewer people watching out for you. If you get hurt, there are fewer people to help. It's just good practice to fly with a buddy—especially in the winter months. We do this without thinking during the summer months. In the summer, usually every time I see someone flying, there is a spotter standing next to him watching out for all that ground clutter. In the winter, not only could we use the extra set of eyes the spotter gives us, but we're not alone in the "great white north" if a problem does arise. Besides, I always find it more fun to fly with friends than alone.

—both by Larry Dudkowski

Plane Talk, Prop Masters newsletter

CALENDAR OF EVENTS

None scheduled: We need to get our events lined up.

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

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

From the Robbins Nest:

NEW FUEL TANKS AND POTENTIAL PROBLEMS:

By Dennis Robbins

While recently assembling a brand new fuel tank for a new plane, I made an interesting discovery. All tanks require a clunk, which must be cut to the appropriate length so they just reach to the bottom of the tank. This was NOT the problem, but did inadvertently lead to the discovery, which could have detrimental consequences on the longevity of our planes. While holding the tank up to the light to check the clunk length, I noticed something moving around inside the tank. Upon further investigation, I soon learned what it was that was moving around. The tank had numerous small fragments of plastic, left over from the machining done at the factory. If I had not noticed these pieces, and gone ahead and assembled the tank as is, these would surely have been sucked up into the fuel line and possibly clogged the carburetor. We all know the possible outcome of a clogged engine. Not good. I grabbed my "can of air", (used for dusting computers etc.), and proceeded to blow the fragments from the tank. I'm just glad I saw the little varmints before they caused any grief! The next time you assemble a new tank, check it over real good, inside and out.

Editors note: Dennis wrote this several years ago. I consider many of his past articles worth recycling from time to time. Although Dennis is now flying only electric models, he has given me permission to reprint some of his earlier articles that deal with glow engines.

For Sale items: If anyone has anything they would like to list on the for sale area, send me an email. I will list them with that section.

1. I took the power off when I decided it was getting too close to the edge of our field that was about a second too late... Mistake 2. I did not give it full down after I pulled the power and it continued a little further down wind, resulting in impact off of the property and nearly on the highway... Mistake 3. I don't think, even after review, that I would have done any preflight actions different. It was just time for that servo to give it up and it could have happened on the previous flight 5 years ago or 2 years from now. I thought at the time I was using good judgment while trying to save an old airplane. Turns out, I should have quit while I was ahead. Give up the airplane in the interest of Safety!

The other issue that concerned me was a dead stick on a high wing loading airplane that was at the midpoint of the field on an upwind pass when the engine quit. I knew the airplane was dead stick but either the pilot didn't know or he reacted slowly. He traveled another 100 yards upwind before he decided to turn around for a down wind landing... Mistake 1. Then he turned toward the pits, to downwind with little altitude and airspeed and a fairly high wing loading... Mistake 2. The airplane came within 30 feet of the pits area, stalled a little then dropped the nose, gained airspeed and recovered making a nice down wind landing on the edge of the runway area... Lucky! He or his spotter should have recognized the dead stick sooner, decided to turn around or go straight into the wind... either of which would have saved the airplane, and then if turn to down wind was the choice, turn away from the pits. The good news is the airplane and all present were fine. However, several people and airplanes were endangered by the action. You should always have a plan for a dead stick that creates safety for the pilots, spotters and pits. Even expensive airplanes are not worth a person's life or limb.

As I was finalizing these notes, I traveled to Lake Jackson and visited their field. I observed a very smart safety action and felt I should report good as well as bad in these notes. A gentleman was preparing to test fly a 40% airplane with a 150cc engine on it. As I looked into the airplane he very openly said please look it over and tell me anything you see. He was asking for a 2nd set of eyes to help ensure that all was well before he buttoned it up. That is always smart to do. But the best was yet to come. He distance checked without and with the engine running and then was ready to take off. As he hooked up his neck strap, his friend stopped him and said "Look around before you take off. We have turn up some cross runway on both sides and the field is soaked and standing in water. If you have to make a dead stick, be ready to avoid all of these obstacles." He proceeded to advise where he thought the safest emergency areas were. I was impressed by all of the efforts and can gladly report that the test flight went off without incident... thanks to Randy and Randy.

Fly Safe and Have Fun! Safe Aeromodeling is No accidEnt (SANE)

If you have comments or input for me, please direct it to JorLRice@aol.com...

Be true to your work, your word, and your friends.

Henry David Thoreau

Safety: As Simple as ABC

By Don Lowe as published in the AMA INSIDER, May 2006

Hi! I've been in this hobby a long time (forever), and I guess I've seen about everything happen in model flying that's possible. However, I wonder if there is some method of operation that might help preclude crashes and unsafe operations. I've written about safety many times in past columns for RCM and, of course, I chaired AMA's Safety Committee for many years. One thing I've learned is that you can have all the safety rules that you want, but if fliers don't conscientiously observe these rules, then what good are the rules?

Fortunately most fliers exercise common sense in their flight operations, and their airplanes survive to fly another day. Some say that man is a creature of habit. If you can, in some magical way, coach that creature to use common sense and to follow a set of safety guidelines, then you have accomplished something.

Models come in all shapes and sizes. Some have such low-energy content in their flight operations that they are not much of a threat. By and large, the typical model airplane flown by the average modeler is of a size, weight, speed, and complication that logical care in flight operations is mandatory otherwise serious damage can occur to people or property and none of us wants that to happen.

Several weeks ago a friend of mine crashed a gorgeous and expensive Aerobatics (Pattern) model at a contest because of a momentary lapse of attention and adherence to important safety practices. The model was a typical F3A Pattern aircraft with a plug-in wing and tail. In his haste to fly, he forgot to physically secure the wing halves into position and plug in the aileron servos.

This inattention to flight procedure was followed by a failure to exercise the control system prior to flight to observe normal operation. A takeoff and the resultant crash occurred. Fortunately no one was hit, but the beautiful aircraft—and his ego—were severely damaged.

How do we improve our chances of safe flight? In mulling over this on the way home I thought about our flight training in the Air Force. We used a check system prior to flight that was simple and easy to remember. Each check list was particular to an individual aircraft design; such check lists are used by full-scale pilots today.

The code I used at that time was CIGFTPR, and I will never forget it. It followed the usual walk-around—inspecting the exterior to see that everything was in place and kicking the tires. Then in the cockpit I went through the list. It goes something like this:

- C (controls): Operate the flight controls to observe for motion and direction.
- I (instruments): Check the instruments to be sure all are functional.
- G (gear): Landing gear lever down and locked.
- F (flaps): Flaps are set to proper position.
- T (trims): Control trims are set properly for takeoff.
- P (propeller): Propeller controls are set for startup and takeoff.
- R (run-up): Engine run-up to check proper operation.

This system worked well and I'm sure the precheck saved many an aborted takeoff.

Okay, such a system works for full scale, but is there a system that is easy to use for model fliers that will be remembered and may be used to prevent disaster down the road? How about using ABC? It's simple and easy to remember. The check would go like this:

- A (assembly): Check that everything is in its proper place, controls are still intact as installed and securely fastened, and all assembly fasteners are in place.
- B (batteries): Must be fully charged—very critical to safe flying.
- C (controls): Controls checked for deflection, without evidence of servo malfunction, and operate in the proper direction.

Have you ever taken off with the ailerons running backwards? The average flier will not survive this error, and many models have been lost because of reversed ailerons. Remember, make sure they are operating and in the proper direction. Just stare at the aileron; did the right aileron deflect up when I commanded right aileron?

Simply observing motion is not enough; you must check direction. You probably would be unable to execute a takeoff if any other control is backward, but the ailerons are another story! When I taxi I am consciously flipping the ailerons to make sure they are working correctly. When I flew full scale I always checked controls one last time before initiating takeoff.

Will you do your ABCs? I sure hope so since it hurts to see a gorgeous airplane in pieces and maybe someone hurt. Let this little memory jogger help save your beautiful aircraft. Yes, safety is common sense, and for some it is habitual. Be sure and practice safe flight.