



# HI-SKY R/C FLYER

January 2008

Volume 37 Issue 1

President: Bruce Hoover  
Vice President: Dennis Paschall  
AMA Charter Club #851

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

### Meeting:

The January 2008 Meeting will be held January 8, 2008 at the First Baptist Church Activity building on the corner of Garfield and Louisiana streets. The meeting will start at 7:00 PM.

### Club dues:

Club dues are now payable. Give our treasurer a break and pay early. You will need your AMA card for 2008 for proof of AMA membership. You may mail a copy of your AMA card and \$20.00 to High Sky R/C Club; P.O. Box 81012; Midland, TX 79708 if you can't make the meeting.

### HI SKY R/C Club Minutes: December 4, 2007

Meeting was held at the First Baptist Church.

Bruce Hoover brought the meeting to order at 7:10 PM. There were 10 members present and two visitors, Brad Klein and his son Timothy.

**Minutes:** Jim Ruple moved and Gene Laughlin seconded that the November minutes be approved as published. Motion passed.

**Field Report:** Bruce reports the field looks pretty good. Probably needs some weeding. Bruce has some Roundup to spray. Gene Laughlin moved and Jim Ruple seconded that we buy a sprayer to handle

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### Turning Your Trainer into a Fun-Fly Airplane

By Ed Moorman

From the Casper Aeromodelers Association, Casper, Wyoming

You've got a club fun-fly coming up and want to enter. Which one of your airplanes should you use? Your low winger? Your old trainer? Should you build a new one? Some clubs restrict you from using specialty fun-fly airplanes in local club meets. You know, the ones with the carbon-fiber boom and the single big wheel. If this is the case, the best airplane you can use is your old trainer!

The first thing you want to do is find out what kind of events are typically in your local fun-flies. Usually you'll have Most Loops in a certain time, Taxi Race, Spot Landings, Climb 'n Glide, Limbo, and other events similar to these. The Loop Landing, Touch 'n Goes, Dixie Death (take off, 3 loops, 3 rolls, land for time), and inverted limbo events are generally left to the real competition fliers and usually not flown locally unless your club is a hotbed of fun-fly activity. So for your local events, you'll need a light model with a lot of lift and a good engine. What does this sound like? Sounds like a trainer with a hot .46 to me. Pull out your old FP .40 and drop in a .46. Add a lot of control throw and you are in business.

Here are some modifications you can do to turn your trainer into a ringer for fun-fly events.

1. Replace the original landing gear with a much wider one. Your old trainer's worst event may be the Taxi Race. It might have a tendency to tip over, especially if there is any wind. You will also want to add a wire between the gear legs. The wire gear normally found on trainers always tends to spread out letting the tail sit lower. This makes it easy to hit the nose wheel first, insuring a bounce. You want the airplane level, so take some 1/16 wire, bend to shape, and wrap and solder it between the gear legs down by the wheels. Pull the legs together so the airplane sits level.

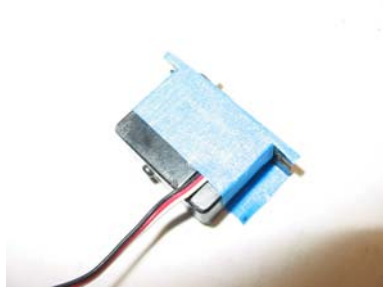
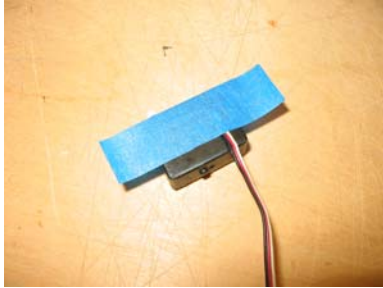
2. Install your most powerful .40 to .50 engine. If there are events that require you to loop, set the needle valve so the engine runs slightly rich in level flight. Under G-forces during the loops, the engine will lean out to max power. I sometimes have trouble convincing people to do this. Go up and do 10 loops in a row and see if your engine sags or not. If your engine is set screaming lean, you won't get 5 loops before it sags. Most people's engines will sag at 7-8 loops. You need to set it a little richer for loop events and also for Climb 'n Glide.

Set your elevator throw by going up and doing several loops at full back stick. As the airplane goes through the loops it may slow down and try to stall. This is why you need

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From the Robbins Nest:

**MOUNTING SERVOS IN THIN FOAM:** In light airplanes, (4-5 oz), it's often desirable to mount servos, while adding the least amount of weight. In the following photos, I'll demonstrate a method for servo mounting that works great on 3D shock flyers, and indoor pattern planes built out of 3mm foam.



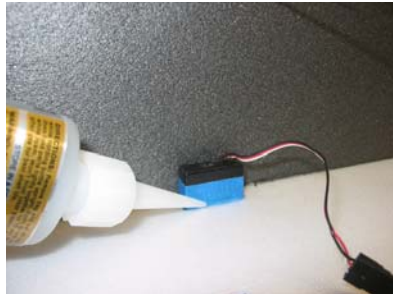
1) The first step is to tape the servo so you do not glue directly to the case. I use removable painters tape.



2) The servo location is marked (I use a homemade template the exact size of my servo), and using a sharp knife, the hole is cut. I cut the slot for the servo slightly undersized, so the servo has a snug fit in the slot.



3) Cut a slot for the servo arm, then slip the servo into place. It should be snug.



4) The servo is glued into place, using foam safe Medium CA. I glue the top and bottom of the servo, taking care to only get glue on the tape and foam. This method will keep the servo from moving, and is very rigid. I have never had a servo come loose.

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the problem. Motion passed. Ed Anderson will make the purchase. Bruce also reported that the service for the Porta Potties has been changed to once a month on schedule rather than calling when we think we need service.

**Safety Report:** A.J. Lee was absent, but Bruce says everything has been going good, except for the rattlesnakes. Watch out and use the buddy system whenever possible.

**Activities:** Electric Fly – Dennis Robbins talked with the Horseshoe people again. The \$1000 rent covers everything including electricity and the deposit. We will not need security. Looks like November 1<sup>st</sup>, a Saturday, will be the best day. Pilot fee will be \$20.00. Timing will be 8:00 AM to 11:00PM. Jim Ruple moved and Gene Laughlin seconded that we lock in that date. Motion passed. Dennis will try to set up a one day, local fly in at the CAF.

Jim Ruple advised that we need to set up our calendar for next year. Need to schedule Calling All Hogs, Fajita Fun Fly, and think about maybe having a Quickie 500 race, a 4<sup>th</sup> of July fun fly and barbeque and several other fun flies. There will be more discussion next month concerning our calendar.

**Old Business:** Election of officers. Dennis Paschall was elected Vice President, replacing Tommy Thomas. Bruce Hoover will remain as President, Ed Anderson will continue as Treasurer and Ralph Gillette will stay as Secretary.

**New Business:** Dennis Paschall asked about setting a day for new members to get a chance to learn to fly without having the “expert” group on the field. Gene Laughlin suggested we pick a novice night with a club trainer. Dennis Paschall offered to bring a trainer and Dennis Robbins donated two buddy boxes to the club. It remains to pick a night, during warmer weather, to offer our help.

Jim Ruple suggested we try to put together a mall show. Bruce Hoover will investigate.

**Treasurers Report:** Ed Anderson reported we have money in the checking account, in savings and the CD is working.

**Show and Tell:** Dennis Robbins had his foamy fleet in attendance. A Klick? And Jason Nobles Brolee Bi-plane. Both fly very well. They are designed for the indoor electric pattern.

**Club Raffle:** No raffle.

**Next meeting:** At the First Baptist Church, 7:00PM January 8<sup>th</sup>.

Meeting adjourned at 7:53PM.

**Picked up Passing by**

*Happy 2008!!!*

It's that time again when we think about new beginnings – and all the things we can do to make our family's and friend's lives happier, healthier, and more rewarding. I hope you enjoy our newsletter this year. I would like to wish you and your family a fun and fulfilling year in 2008.

I took the newsletter editor job 3 years ago and I have enjoyed it-believe it or not. At that time I wondered what I was going to do and how to do it. But everything has worked out. This newsletter is the voice of the High Sky R/C Club. However there have not been many voices that have helped me along the way. I would ask for more of you to help in the following New Year. It is not that difficult to write an article. It could be coverage of the “Calling of the Hogs” fly-in for example. It seems that I can't make that event anymore since my grand-daughter's birthday is celebrated that weekend.

I would like to thank one person who hasn't failed to help each and every month. Dennis Robbins has submitted an article complete with pictures each month. I want Dennis and the entire club to know how much I appreciate his efforts. Dennis works a lot for our club both with his articles and the electric fly-ins. I for one hope he continues in 2008 with more great articles.

We found a new problem in 2007 and that is snakes on and around the pad. Several were found and disposed of. We have cool weather now and not a big problem with the snakes but they might come out and rest upon the pad in the sun. This year be careful around the pad and as always if your plane goes down in the brush, be extra careful. Be careful around the trash cans also since they can be there.

I am sending an email Bruce received from Steve Shipley in Lubbock. He is trying something to get more clubs into flying events. It is a start to getting more people into attending flyins. I think it should be considered by everyone.

## CALENDAR OF EVENTS

PROPBUSTER SWAP MEET

ODESSA CLUB FIELD

FEBRUARY 23, 2008

Bring all your goodies you no longer want and sell them!

WEATHERFORD SWAP MEET

SEE EMAIL

MARCH 21 & 22, 2008

Open 5-9 Friday and 8 – 5 Saturday

CONTACT VERNE BELL AT 817-599-9580 OR EMAIL AT:

VERNEBELL@INTERGATE.COM

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From the Ramblings Newsletter, Randolph, New Jersey

### Take More Chances—Enjoy More Crashes

By Bob Karaseiwicz

As you gain in skills, you will take more chances. For instance, an outside loop with a trainer! Well, you just learned that the typical trainer will not do an outside loop (outside loop—from straight and level flight, push down; go down and around to straight, and level flight again.)

When your trainer has reached the inverted position and is trying to go up while inverted, it either won't climb or falls off to the side. The likely result is a crash. The definite result is a learning experience. Don't give in to the temptation to blame your airplane, radio, the wind, the sun, or anything else external. The fault lies with your urge to try something new. Congratulations! You are well on your way to becoming an excellent flier.

Now, how does a beginning flier get out of a difficult situation? The answer, my friend—it depends. In the above outside loop situation, the experienced flier would stay in inverted flight and level off. Then either give up to do a half-inverted inside loop, or do a half roll to level flight. This comes with experience—experience in getting out of tight situations. The flier who never gets into a difficult situation—that is, never takes a chance—never progresses.

Is there a general method for getting out of trouble? Yes, only one. Before you try it, think about it and think about things that can go wrong. Remember the “three mistakes high” rule. You might want to discuss your attempts with an instructor beforehand. You definitely want to discuss your new maneuvers with someone more experienced afterward. If only to brag or find out what went wrong. Oh, one more thing. Please make sure your attempts are safely out over the field, never near the pits.

a powerful .46 engine, to keep your speed up in maneuvers. If the airplane stalls and rolls out of the loop or drops a wing, land and reduce the elevator movement. If it can do continuous loops, land and increase throw. Do this until you can do 10 of the tightest loops possible without stalling.

3. Next, if you get a chance, remove the ailerons and replace them with 2-inch-wide aileron stock. Going to ailerons wider than 2 inches would probably require two aileron servos which many people might not want to undertake. If you do, look for “The Moorman Flies: Using Two Aileron Servos” on RC Online.

After you install the wider ailerons, seal the aileron-wing gap on the bottom with tape or MonoKote. If you are not going to change out the ailerons, seal the ones you have. Sealing the ailerons will increase their authority, giving you a higher roll rate. Install your most powerful servo on ailerons. If there are going to be events with rolls in them, set the throw for all you can handle. Guys with computer radios will need exponential.

There is a one-time way to make wider ailerons. Go to a drug store and pick up some poster board. Cut a strip 4 inches wide, fold it down the middle, and tape it to your original ailerons. You will have to clean them off with alcohol or acetone first to get the tape to stick. Remember, you are going to need a strong servo on ailerons.

4. Flaperons and Spoilers: Here's how you can have flaps without the aid of a computer radio. Make up three sets of aileron pushrods. This includes the servo arm, pushrods, and devices. One set will put the ailerons level for normal flying and events like Climb 'n Glide. A second set will be short and pull the ailerons down about 20-30 degrees or so. You'll have to experiment to get the best setting. These are your loop ailerons. Down flaps will give you tighter loops. You'll need to test fly to see where the elevator trim has to be for flying with flaps. The final set, or premade aileron pushrods, is for Touch 'n Goes. This set gives you about 10-15° of up ailerons. Up ailerons, or spoilers, will kill some of the lift your trainer is making and keep it from floating. This will let you make faster Touch 'n Goes.

All right, let's see what we have. We have a trainer that should have the same power as the other guys and it ought to be as light or lighter. It ought to glide much better than any airplane with a fat, thick, symmetrical airfoil. With flaperons down it ought to loop with just about anything. Even without flaperons, the light-weight, high-lift, flat-bottom airfoil and lot of power should keep you in the ball game. All trainers are floaters, but setting the ailerons slightly up like spoilers should help you get down quicker. This should be a very competitive airplane in local fun-flies.

If you don't have a trainer and want a good club fun-fly airplane, I suggest a Sig Kadet Seniorita. It is big and light. This model is built from sticks and ribs. Build the wing flat and replace the spars with spruce. If you can, leave off the cabin and just build a box fuselage out of sticks. The airplanes were originally a three-channel trainer without ailerons, so use two servos and make some 3-inch wide ailerons out of sticks and cover with MonoKote. Use Kevlar cord for bracing on the tail. Use a wide and fairly long gear for good propeller clearance. This airplane should be very light and, with a hot .46, should be a sleeper in local fun-flies.