



HI-SKY R/C FLYER

July 2006

Volume 35 Issue 7

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

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

Meeting:

The July 2006 meeting will be at the flying field on County Road 150 W July 11, 2006. The meeting will start at 7:00 PM. Come early and fly and stay late and fly. That is a week later because of July 4th.

HI SKY R/C Club Minutes: June 06, 2006

Meeting was held at the flying field.

Gene Laughlin brought the meeting to order at 7:00pm. There were 18 members present and three visitors. The visitors were: Tommy Thomas, Mark Jaquez and Branden Acosta. The minutes were approved as written.

Field Report: Bruce Hoover reported that the field was sprayed for weeds. And a field work day is scheduled for Tuesday June 13 at 7:00pm.

Safety Report: AJ Lee says that things are pretty safe. Currently there are no snakes using the flight line.

Activities: Jim Ruple started the discussion on the CAF Electric fly in on July 15 & 16. Dennis Robbins has reserved 40 tables at \$5.50 each plus \$50 delivery fee for the fly in. Dennis has also sent letters to several vendors requesting donations for the raffle. The CAF Electric fly in is listed in the AMA magazine. Dennis passed around a sign up sheet volunteers to work the registration and raffle table. Bruce Hoover has volunteered to do the concessions. Friday night flying will be at the First Baptist Church Activity building from 6 to 9. Steven Bowers has volunteered to build a portable

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Back in the Saddle again...sort of.

By Bill Coombes

For the first time since 1982 I entered a scale contest. Now, this may not seem like a big accomplishment, as one could legitimately point out that this shows laziness and disinterest, two things that are pretty easy to overcome. I would disagree, as the circumstances that put me back at a contest were somewhat daunting.

My son now lives in Austin, and last year we visited him at the same time as the Austin RC bunch had a contest, held, interestingly enough, just down the street (about three miles) from where Will lives. We went to the contest, and I sort of got the itch to get back involved. As Will is now a big-time electric scale guy, my enthusiasm for flying has been regenerated a bit, so the time seemed right.

Scale is where my heart is, so the first thing to do was figure out what airplane I would enter. As I now really don't build much, that meant that I would be entering "FUN SCALE," a category that allows one to enter ARF type airplanes. I have a Mustang almost ready to go, so it became the airplane...or so I thought. I would have a year to fly it, trim it, etc...but that year went quickly, and lo and behold it was a YEAR LATER, one week before the contest and I still hadn't test flown the Mustang. What to do, what to do???

A glance under my work-bench revealed my 1981 NATS winning (second place really, but the guy who finished first must have cheated) Hellcat. No radio in it (long since out-of-date and sold off somewhere along the line), engine hadn't been run in twenty years (!), the retract lines were literally rotten and breaking apart...but, the good news, I knew it would fly! Frantic activity began, and slowly I was able to put it all together. Of course, I didn't run the engine and didn't have time for a test hop...but, hey, that's what contest mornings are for!

Surprisingly, everything actually worked, and I flew the ol' F6F four times successfully (except for breaking two props) and had a lot of fun. As I was sitting in the shade, waiting for the events to begin, a guy walked up to me and said, "I'm Lawrence Harville, and I knew you must be here because I recognized your airplane! Last time I saw it was at the NATS in 1981. Boy, where have you been?" It was good to be back. Who knows, maybe next year I'll have a newer than twenty-five year old airplane to fly!

frequency board to be used at the CAF Electric fly in. Jim also noted that the Hog fly will be in September. AJ suggest that at a future event we could do a cash raffle. AJ also reported that the IMAC event had 18 pilots and each club netted \$240 at the end of the event.

Old Business: A big thanks goes to Chester for donating the refrigerator to be used at the flying field.

New Business: None.

Show and Tell: Jim Ruple brought a \$49 Radio Shack helicopter. Jim says it is great for indoors. Jim also had a Hanger Nine Ultra Stick with a KMS 370 direct drive with a 9x6 prop. Bill Coombes had an Alpha Models Wildcat. David Stoner built an r/c paper air plane using the Air Hog equipment.

Club Raffle: No raffle.

The meeting adjourned at 7:40pm.

After the meeting several members flew until the sun went down.

Upcoming Events:

Picked up Passing by

I was reading the latest issue of the AMA magazine the other day and it struck me that there are a lot of aspects of this sport that I never think about. Many of them I have never seen in person. I have to admit that I am in awe of those AMA members who deal with free flight. The thought of sending a model into the air and hoping that it comes back down in your vicinity is incredible. What does this have to do with radio control? Nothing yet everything. I remember seeing a glider going off in a southwest direction as I was driving into the lot at the Sherman flying field many years ago. This was an 0.049 powered glider and someone had forgotten to turn the receiver on. It was never found. Has anyone tried to start a model with the receiver turned off?

I try to read most of the AMA magazine. There may be something in an article that will be of interest. There may be an item that helps answer a question I have. I hope you enjoy the magazine also.

James Buice brought a biplane out to the flying field called a "Little Toot". I did some scanning on the internet and found that it is a scale model. He said it was about 20 years old. It flies and looks great. The original (full scale) was built by George W. Meyer in a one car garage and was flown the first time on February 2, 1957 in Corpus Christi, Texas.

Engine Safety
By Henry Smith

One of Murphy's laws states: "If something can go wrong, it will". Chisholm's Second law of Human Interaction states: "When things are going well, something will go wrong". Why am I being so negative here at the beginning? Just because you have done something over and over without a problem does not mean you are safe. Eventually something unusual

will happen unless you read the instructions and follow the basic safety rules.

I have seen this reminder many times. This is not a toy! This is an extremely powerful and dangerous piece of machinery. Do not fly near power lines. Let's review some basic safety practices when using our model airplane engines.

Always wear safety glasses when starting your engine. This is a basic safety rule we should observe.

Keep everyone at a safe distance. And do not allow anyone to stand in front of or to the side of your model. Propellers can break or come off the shaft. Propellers are very dangerous flying objects.

Stand behind your engine if it operating faster than idle. Don't attempt to set the mixture while standing in front of the engine. Make all the required adjustments from behind the engine whether it is on an airplane or mounted on a test stand. I recommend setting the idle with the engine not running (killed). If you have a new engine follow the manufacturer's guidelines on the initial settings. The odds are that setting the needle valve is the most dangerous thing you will be doing with your model. Once you get that set for your fuel and propeller, you can fly with very few adjustments.

Use the recommended fuel and propeller. Always follow the operating guidelines and warnings of the fuel and propeller manufacturer. Remember that fuel is highly flammable and handle with care. Use caution with propellers especially fiberglass, carbon fiber, or nylon. Their edges can be sharp and they can cut like a razor. This is true for propellers on electrics also. Do not use a broken propeller as they may explode with pieces going everywhere.

Do not mount any engine in a vise for testing. Use a quality, safe and strong motor mount. There are many available from your local hobby shop. Never run an engine indoors. Exhaust gases can kill. These engines run hot. You don't have to touch one to find out.

Before running the engine in a plane or model, make sure the throttle linkage is secure and properly adjusted. Be sure to adjust this linkage so that it will kill the engine when it is completely closed. Do not throw something into the propeller to kill the engine. The broken pieces become dangerous flying objects.

You should inspect the engine mount, propeller, prop nut, and mounting screws after each flight to insure that the vibration has not loosened them. Check the propeller for chips or cracks.

Be careful with loose clothing, jewelry, and other items around a turning propeller. Keep battery and starter cords clear of the prop swing. Be sure that all spectators stay clear of the propeller while running. Do not allow unattended children near a running engine.

When using a spinner be sure to inspect or check that the edges do not damage the propeller. Make certain that the spinner and prop shaft do not touch any part of the aircraft.

This only touches the surface on engine safety. Be sure to thoroughly read the instructions you get with a new engine. I try to keep those so I can pass them on to the next owner if I decide to sell an engine. I also reread them on occasion if I have a problem.

Life is a bunch of stories coming at us one after another.
William H. Burke
Chief of the Walla Walla Tribe

CALENDAR OF EVENTS

CAF/Hi SKY INDOOR ELECTRIC FUN FLY AND SWAP MEET

COMMEMORATIVE AIR FORCE HANGER

JULY 15 & 16, 2006 - 8:00 AM TO 5:00 PM

ODESSA BIG BIRD EVENT

ODESSA CLUB FIELD

AUGUST 12 & 13, 2006

SHERMAN TX IMAC CHALLENGE

SHERMAN'S PETE DARTER FIELD

SEPTEMBER 2 & 3, 2006

BIG SPRING FLOAT FLY

COMANCHE TRAIL PARK

SEPTEMBER 9 & 10, 2006

CALLIN' OF THE HOGS

MIDLAND CLUB FIELD

SEPTEMBER 16 & 17, 2006

WEST TEX JET FX

Odessa Club Field

October ?, 2006

For Sale:

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

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

Top Flite Airacobra 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

Four Star 60 Ready to fly with JR 622 radio.... \$240.00 Just add an engine and its ready to go.

Without JR 622 radio....\$130.00 I have manuals and plans for both plane and radio. Contact Henry Smith 570-6262 or hksmith35@prodigy.net.

GLOW PLUGS- Why do they Fail??

by Clay Ramskill

The "ignition system" in our engines is in the main, the glow plug. The other vital ingredient, compression, actually determines the ignition timing, so it can't be totally ignored. But usually its the plug that gives us the problems.

Why DO glow plugs fail? There are four likely probabilities, five if you count old age. Yes, old age! The plugs operate by using a catalytic (chemical) reaction with the alcohol in our fuel to maintain their heat; as the plug gets "old", it gets more and more covered up with combustion byproducts (carbon, etc.) which hinders the whole process. Of the other four, LEAN RUNS is probably the most prevalent - not so much that the engine was running lean, as it was HOT. Too much heat and the element fries and shatters, or even melts.

TOO MUCH BATTERY power is another failure mode - very related to the above paragraph. Your battery should heat the plug to a nice bright orange or red orange color; if the plug glows white hot, it just isn't going to last. It's bad enough that we subject a tiny little element glowing hot, to the pressures of combustion. But if we add more VIBRATION to the situation, we get trouble. Unbalanced props, loose engine mounts, etc. may all add up to plug failure, especially in combination with too much heat.

Another plug failure mode is from FOULING. The element is very small, and located down in a well. It doesn't take much trash flying around in your combustion chamber to foul (and ruin) the plug! Aside from the obvious dirt coming through the intake or with the fuel, the fouling can come from metallic sources, usually a result of bearings coming unglued, or from excess carbon deposits in the engine. If the combustion chamber is full of caked-on carbon, pieces of that can, and do, come adrift and end up fouling the plug!

A quality plug run in a sport engine should last for dozens of flights. If they don't, it's probably not the fault of the plugs - its time to look elsewhere for the source of the REAL problem!

You might be an RC Modeler if:
By:Bill Atkins, Dixie Aeromasters, Byron, GA

You introduce your wife as your co-pilot.
You name your dog "Aileron".
You show up at the field with your channel 24 transmitter and your plane has a channel 42 receiver in it.
You crank your leaf blower and hold vertical and adjust the trim.
You have enough scrap balsa to start fires in your fireplace.
Your wife uses your spare props to stir her paint can.
You think about checking the frequency board before operating your TV remote at home.
You have ever taken your plane off with the ailerons backwards and still landed it safely.
You smell Windex and it reminds you that you need to clean your planes.
You actually enjoy reading these "You Might Be" jokes.

From the Robbins Nest:

CAF Indoor Electric fly-In July 15th & 16th

Our 5th annual CAF indoor electric fly-in is just around the corner. By the time we have our meeting, we will only have a few days to get ready. I can't wait! There should be lots of interesting planes at this one. Make plans now to attend.

This is where we stand.

FRIDAY:

The tables will arrive at the CAF around 2 PM, (The time will be finalized by the meeting). We'll need several folks which can help set things up at the CAF big hangar Friday afternoon.

Friday night we have indoor flying at the First Baptist Church gym. (Same place we meet on occasion.) This begins at 6 PM, and continues until about 9 PM.

SATURDAY:

The fly-in opens at 8 AM, and lasts until 5 PM. The raffle will happen about 2 PM.

Bruce Hoover has volunteered to cook lunch. He deserves a huge thanks in advance, as do the folks listed below for generously giving of their time to help the club.

SUNDAY:

Doors again open at 8 AM, and the event will end around 4 PM. We'll need to break down tables and stack them for Ken's Rent It.

I currently need a few slots filled for the sign-in and raffle ticket sales.

You only need to work 1 hour, and I cannot tell you how important it is that we have these positions filled. These slots will make or break the event, because without someone taking the entry fee, we don't fly. Please consider helping for just a short time, or even buddy up with someone and work 30 minutes. Two folks for each time would be even better, especially the 8 – 9 AM position.

SATURDAY

8 AM-9 AM	_____
9 AM-10 AM	Jeff Laufer
10 AM-11 AM	Bill Young
11 AM-12 PM	David Harrell
12 PM-1 PM	Jeff Laufer
1 PM-2 PM	_____

SUNDAY

8 AM-9 AM	_____
9 AM-10 AM	_____
10 AM-11 AM	_____
11 AM-12 PM	_____

From: www.ultimatecharger.com
Color Theory for Models: Choosing the Right Color
by Dr. Robert Suding

All RC fliers have gotten that "I can't tell which way it's going" feeling when learning to fly RC. Several simple color trimming steps can help you fly your airplane better, whether you are a beginner or top dog in Pattern. Most airplanes, especially ARFs, are covered or painted to look good in the store. But in the air it's a different story. The situation is very simple—if you can't see it, you can't fly it.

To successfully fly an RC aircraft, the pilot must have good orientation and distance perception. The eyes estimate aircraft orientation based on the perceived position of the model's outer edges, and the relationship of these outer edges to the edges of any discernible trim markings on the airplane's wings or fuselage. Distance perception, in turn, depends on a combination of one's perception of the aircraft's outside edges and its estimated orientation. After you have located your airplane and estimated how far away it is, you must immediately recognize several attitude orientations:

- Is it flying toward me or away from me?
- Is it upright or inverted?

- Are the wings flat, vertical, or tipped?
- Is it flying horizontal, upward, or downward?
- Is it flying parallel to the runway or vectored?
- Is it flying perfectly vertical or skewed sideways or fore/aft?

The following suggestions will help you with distance and attitude perception. Visual acuity and contrast perception diminish with age, but by using correct color concepts, even senior fliers will find that visual orientation of their aircraft can be consistently and reliably achieved.

Solid-Colored Aircraft

RC airplanes are flown in all kinds of weather and background conditions. A solid-colored aircraft will sooner or later fly into a condition where it blends into the background. This will result in a complete loss of location and orientation since no edges can be perceived. The absolute worst, in my opinion, is a silver Mustang in a heavily overcast sky. Yellow Cubs are tough to see when back lit by the sun. I had a dark green airplane that would disappear when I landed with a background of green trees. Red Sticks and dark blue airplanes go invisible in late evening and storm conditions. A solid-colored airplane is easier to cover, but it won't do you any favors up in the sky.

Wing and Horizontal Stabilizer Shades

The top of the wing and horizontal stabilizer is normally lit by sunlight. The bottom of the wing and horizontal stabilizer is shadowed. Coloring the top lighter and the bottom darker keeps this same relationship even in changing lighting conditions. ARFs are classic blunders in coloring. Either they have identical top and bottom wing colors, or they put some token color on the top of the wings and leave them white underneath. They look good in the store, but don't help the beginner at all. I always recommend that beginners cover the bottom of the wing and the bottom of the horizontal stabilizer with dark-blue contact paper before flight.

When flying at a distance of 500 feet or more (depending on the size of the model and lighting conditions) you can't see colors, because the cones of your eyes that perceive color are 2,000 times less sensitive than the rods, which perceive illumination. In these circumstances, your gray-scale vision (your perception of lightness and darkness in a black-and-white image) provides your orientation and depth perception, not color. Any series of adjacent colors on your aircraft that are intended to facilitate orientation should therefore be gray-scale opposites. For example, a series of bands consisting of red, yellow, blue, and then white is desirable. Don't assume a series of "color opposites" such as red, green, blue and black will be effective. These all have the same dark gray-scale shade and will show an equal tendency to disappear in a deep blue or heavily overcast sky. If you use the wrong series of color bands, you won't know how far away your aircraft is, and you won't even know which way it's heading to bring it back. Also, don't rely on intricate patterns. They blend together to form edgeless fuzz approximately 100 feet away. You can test potential color schemes for gray-scale perceptibility by video taping and playing back alternative color schemes on a black-and-white television or on a color television with the color control turned down.

Actual Patterns to Use

The best color scheme for beginners that I have found is a combination of large starburst patterns on top of the wing and horizontal stabilizer, and a solid dark color underneath the wing and horizontal stabilizer. Beginners consistently become perceptually disorientated when flying at a distance, especially when the airplane flies at a 45° angle away or toward the pilot, since the aircraft silhouette is identical. With the starburst pattern, all the beginner has to do is slightly roll the wings towards him, and the starburst pattern becomes an arrowhead, pointing in or out, the direction of flight. Start by covering the bottom of the wing and horizontal stabilizer with any dark color. The exact color could be black, deep red, dark blue, or green, it doesn't matter; they will be the same gray-scale color at a distance. Then put a 2-inch strip of some light color along the leading edge of the bottom. Do the same for the bottom of the horizontal stabilizer, and make the light strip roughly 1 inch wide. The base color of the top of the wing must be a very light color such as white, yellow, or some other very light color. The starburst pattern starts out at the center of the wing, from 3/8 inch under the wing's leading edge to roughly 1 inch back from the leading edge at the top. Then it is a large "pie slice" to the wing tip, where it extends from 3/8 inch under the wing leading edge to the trailing edge on the top. A second pie slice of a different dark color extends from the center of the wing to points one third and two thirds out on the wing. Both sides of the wing are colored like this as is the top of the horizontal stabilizer.

Landing Considerations

Landing requires keeping your wings flat and knowing where you are in the landing approach. You are generally close to the airplane during the later stages of the landing approach, so your color perception is improved, but the wings will be edge-on to your line of sight. The leading edges should be very prominent against any background such as blue sky, white clouds, dark overcast, distant mountains, or green trees. All of these items have spectral lines toward the higher frequency blue or green region, so a very simple solution would be to have a low frequency color such as red or orange on your wing and horizontal stabilizer leading edge.

At the field where I fly in Colorado, ARFs with blue wing edges are almost invisible when a low approach from the West dips the airplane visually below the mountains, resulting in very klutzy landings by beginners. The leading edge red or orange pie slice is wrapped around the leading edge so that it has the maximum area of visibility when edge on. The 2-inch strip of white on the bottom of the wing near the leading edge will become visible during the landing flare, aiding in precision landings. I prefer a white background on the top of the wing and horizontal stabilizer, with a bright red leading edge pie slice and a metallic blue inner pie slice on trainer airplanes. The same metallic blue under the wing looks nice, but any dark color works fine.

Fuselage and Rudder Coloring

The same coloring rules apply to the fuselage. Keep the top of the fuselage light, and the bottom dark. The sides of the fuselage should aid you in flying horizontal passes. A solid color fuselage is very difficult to keep straight and level because all of

the aircraft reference lines are curved. Light blue-and-white fuselages (a favorite ARF color scheme) blend in with the sky and clouds too well, and will become invisible under some lighting conditions. Draw a line along the thrust line of your aircraft, roughly splitting the top and bottom of the sides in half. Make the top half of your fuselage sides a light color. Make the bottom half a dark color, usually one of the wing pie slice colors.

Analyze how you fly. Beginners and experts, who fly inverted much of the time, should make the fuselage line color demarcation exactly follow the thrust line. Beginners fly airplanes with lifting, flat-bottom wings, so the aircraft fuselage side flies a straight line. The expert flies an airplane with symmetrical wings, so he flies at a slightly raised altitude to maintain level flight, whether upright or inverted. Therefore he should also have the fuselage line color demarcation exactly following the thrust line. When doing a horizontal pass, he should maintain an equal rising thrust line sight picture whether upright or inverted.

The interesting situation is the beginning aerobatic pilot. His routines do not include horizontal, inverted passes, but his maneuvers do include many horizontal flight components. He will usually be flying an aircraft with symmetrical airfoil wings, so the aircraft will be moving through the air with a slight upward orientation. He should offset the fuselage side color demarcation upward at the tail of the aircraft by roughly an inch. Now he can practice his horizontal passes by keeping the fuselage side lines parallel with flat ground.

The vertical stabilizer and rudder should have very wide horizontal bands of color. Make the top of the horizontal stabilizer the same color as the wing tips. Then put a light-colored band, and below this a dark-colored band, usually the same color as the inner pie slice on the top of the wing. The base color of the vertical stabilizer and rudder should be the same light color of the wing. Another variant for the vertical stabilizer and rudder that works well on trainers with very big tails—such as the Kadet series—is a starburst pattern on the top of the wing. This aids the beginner in determining the direction of travel when flying at a distance. The tail's starburst pattern becomes an arrowhead pointing out the direction of flight.

Looping

Consider what the usual looping problem always is for the beginning aerobatic pilot. The pilot does not begin the loop with his wings flat. He usually corkscrews in or out. Proper coloring of his low-wing or mid-wing airplane can be a major help. Make the wing tips stand out. I usually make the outer 2 inches of each wing and 1 inch of each horizontal stabilizer the same bright red that I color the leading edge. If you follow my advice above on the wing bottom and the fuselage sides, the wing tip can be visually correctly placed for a perfect loop. If the wing tip is too high, resulting in a corkscrew out, the pilot will see the dark wing bottom. If the wing tip is too low, resulting in a corkscrew in, the pilot will find that the wing tip blends too well with the bottom of fuselage side. The correct sight picture will be the wingtip cleanly placed against the upper lightly colored fuselage side. Look at the International Miniature Acrobatic Club or Pattern airplane pictures in RC magazines. They always have a dark color on the top half of the fuselage side into which the wing tip blends, causing looping problems.

Geometric Shapes

Humans can recognize different geometric shapes 1/10 of a second faster than colors. I use this phenomenon to help me with the vertical rolls performed in advanced aerobatics. Instead of a solid dark color on the bottom of my wing and horizontal stabilizer, I put four large circles on the bottom of the wings and two large circles on the bottom of the horizontal stabilizer. The noticeably faster recognition of the round shape versus the line shape aids me in nailing the vertical rolls. A number of people at my field have copied my bottom circles without knowing the reason why I use them. The solid colored bottom is preferred unless you are doing vertical rolls.

Sunglasses

Several years ago I flew with some expensive Serengetti Driver sunglasses. These had a red tint to them, I guess to cut down on the ultraviolet region. I lost visual perception on a solid dark blue airplane during a landing approach and crashed. Fortunately they were stolen at a hobby store a week later, and I got some RayBan aviator sunglasses with a blue-gray tint. What a difference!

Red is at the low frequency part of the visual spectrum, and blue is at the high frequency part of the spectrum. Red or yellow-tinted sunglasses reduce all colors to high-contrast shades of gray, making your aircraft in the air appear completely different from the appearance of your aircraft at home or in the pits. Gray, light blue, or light green tinted sunglasses make the airplane in the air look just like the airplane in the pits, and because your vision is extended into the high frequency part of the visible spectrum, you will have twice the visual perception range!

Final Thoughts

Evaluate color schemes for visibility first, beauty second. Dark-colored airplanes are more difficult to see in overcast skies and in the evening. Scale airplanes are a special problem. Warbirds were colored to avoid detection, just the opposite of RC airplanes. Avoid flying scale-colored airplanes until you are a very experienced flier. Avoid dark colors on the fuselage where your battery and receiver are located. The heat buildup can result in loss of battery capacity and premature radio failure.

Don't fly when someone with a airplane identical to yours is already flying. ARFs and yellow Cubs are particularly susceptible to this problem. Several years ago two fliers were flying with identical ARFs. When one of the models landed, both modelers went out to get the airplane. Much to the entertainment of the folks in the pits, one modeler discovered that his airplane had crashed out in the field five minutes previously because he had lost track of which airplane was his, and he was "flying" the wrong one.

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MIDLAND, TEXAS 5TH Annual-2006

Commemorative Air Force & Hi-Sky R/C CLUB

INDOOR ELECTRIC FLY-IN & SWAP MEET

Saturday, July 15th
& Sunday, July 16th

8:00 AM - 5:00 PM

\$10 MUSEUM ADMISSION REQUIRED EACH DAY

Speed 280 & smaller motors
AMA card required to fly

Midland International Airport
At large hangar South of CAF Museum

INFO: Dennis Robbins
432-699-2465

