



HI-SKY R/C FLYER

June 2006

Volume 35 Issue 6

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

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

Meeting:

The June 2006 meeting will be at the flying field on County Road 150 W June 6, 2006. The meeting will start at 7:00 PM. Come early and fly and stay late and fly.

HI – Sky R/C Club Minutes 05/02/06

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

Gene Laughlin called the meeting to order at 7:05. There were 16 members and one visitor in attendance.

Field Report:

The field has been mowed and weedeated. Bruce Hoover has scheduled for the weeds to be sprayed. Motion was seconded and approved to purchase two hand sprayers to keep at the field for weed spraying. Motion was seconded and approved to provide Tom Kuhn with his 2006 club membership for mowing the field.

Jim Edwards has notified the club that in the next week or two a car will be using the track for testing. Jim has requested that we remove the safety net barriers during the car test. Jim will give us advance notice, so we can remove the safety net barriers.

Request for a working refrigerator to be put at the field to store drinks in. If you have one available let Bruce Hoover know.

Steven Bowers will provide us with a first aid kit to be left at the field for emergency. The prior first aid kit has disappeared.

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From the Middle Point RC Flyers, Murfreesboro TN
Windy Weather Flying
by Clay Ramskill

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying. While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds. Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with aileron while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

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Safety Report:

A.J. Lee says things are pretty safe. Be sure to watch for snakes at the flying field around the railroad ties, sand bags and else where.

Activity Report:

The Fajita Fun Fly started out nice on Saturday morning, but about 10:00 a strong wind picked up. We had ten pilots registered.

The IMAC contest will be held at the Odessa club field Memorial Day weekend. (May 27 & 28) A.J. Lee and John Sellers are the CD's. Bruce Hoover has volunteered to cook for the IMAC contest.

The CAF Electric FLY-IN is scheduled for July 15 & 16. The First Baptist Church Gym will be available for the Friday night flying from 6 pm to 9 pm. Bruce Hoover has volunteered to do the concession. Dennis Robbins requested a volunteer to collect the raffle money and a volunteer to handle the pilot registration. Motion was seconded and approved to rent 40 tables for the fly in.

Old Business:

We have received the 2006 AMA charter and insurance from the AMA.

Discussions are continuing with the City of Midland on flying at the J.C. Kelly Park and the flying site on FM 307.

New Business:

Jennifer Harris at the public library has requested an R/C demo and Delta Dart building program for a June. (Monday at 11:00, June 12th or 19th or 26th) Ed Anderson will contact Bill Coombes about this. Gene Laughlin has volunteered to help if Bill is unavailable.

The 2006 Scale Team has requested support and did sent 12 raffle tickets. Motion was made and seconded and approved to purchase all the raffle tickets in the name of the HI-Sky R/C club.

A charter member, Mr. Curry has passed away. 2006 officer patches are in.

Henry Smith has requested the articles for the newsletter be in as early as possible.

Meeting adjourned at 8:50 pm.

Show and Tell:

Steven Bowers brought a Green and White GWS Cub with a 15 turn 26 gauge wire CD rom motor. Steven painted it with Testors spray paint.

Jim Tart brought an E-SKY Honey Bee helicopter with a 370 motor and gyro.

Jim Ruple brought E-Flight CX fixed pitch helicopter with 2 280 motors and gyro. Jim also showed E-Flight foam FW190 with a geared 480.

David Stoner brought his Plantraco Butterfly indoor flyer.

Picked up Passing by:

At the May meeting, Ralph Gillette had an interesting video of a model B-52. It was powered with 8 turbines. This was a part of the show and tell. It looked impressive and much like a real plane in the air. It took two people to fly and operate the controls. I don't remember much else about the details, but it was neat to see.

Chester Tieman has donated a refrigerator to the club for the building at the field. Chester we appreciate you and your contribution.

I hope everyone read the article in the Midland Reporter Telegram about Bill Coombes and his model airplane class at Trinity School. I knew about Bill's class but didn't know how it was structured. Even if the students don't go forward with aviation as a hobby or a career, the craftsmanship will last a lifetime. Besides all that, it must be a fun course.

The article about windy weather flying sure is appropriate to the days we have been experiencing. There have been several days the wind has been 20 mph and gusting to 30 or more. The old SIG Seniorita is not good for the wind. I know that from experience.

Tagging Servo Plugs
From the AMA Newsletter

Radio manufacturers used to give you a sheet of little tags to identify your servo plugs, so you'd know where to plug them into the receiver. They don't any more.

Those were really handy - you just stuck them on the wire near the plug as you installed the servos. This is very handy after you have just changed out a receiver, or had to remove it to get to the fuel tank. Instead of guessing which plug is which, you KNOW which, because you've tagged them!

If you have a computer, or are buddies with someone who does, make up a few ordinary mailing labels with the computer's label maker. Put the text in similar to the illustration, and then you can cut off each of the tags with scissors. Apply by wrapping around the servo wires near the plugs.

Editor's note: You can make the tags by writing on a piece of tape. It won't look as neat.

Testing a fuel tank for leaks

Fuel tank bodies almost never leak. But have you ever been filling and filling and someone comes up and tells you that fuel is running out the wing opening? It may have been a tank seal, a hole in a fuel line, or for some unknown reason you have a split fuel tank. If you did not notice the leak, your engine may have died from overheating caused by a lean run. How do we check the fuel tank? SIG used to sell a fueler that we might use or go to the super market and buy a "flavor injector". Now pinch one line with a hemostat. Connect the other line to the fueler or flavor injector and pressure up the tank. Pinch that line and wait several minutes. When you release the second hemostat you should hear a rush of air leave the tank. If there is no rush of air then there is a leak somewhere. Placing the tank under water helps show where the leak is. I have found that even a new fuel tank may leak. Be sure to make this check before installing a new tank in a plane.

If you risk nothing, then you risk everything.
----Genna Davis

CALENDAR OF EVENTS

ABILENE R/C SOCIETY IMAC SHOOTOUT

SEA BEE PARK – ABILENE, TX

JUNE 9 TO JUNE 11, 2006

BIG SPRING FUN FLY

JOHN WESLEY FIELD

JUNE 10 & 11, 2006

Fort Worth 4-Stroke Fly in

THUNDERBIRDS FIELD ON LAKE BENBROOK

JUNE 14, 2006 YES, THAT'S A WEDNESDAY.

TEXAS CHIEFS OPEN HOUSE FLY IN

MODEL AIRPORT IN HASKELL, TX

JUNE 24, 2006

CAF/Hi Sky Club Indoor Electric Fun Fly and Swap Meet

Commemorative Air Force Hanger

July 15 & 16, 2006

Odessa Big Bird Event

Odessa club field

August 12 & 13, 2006

Callin' of the Hogs

Midland Club Field

Sept. 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

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in many popular trainers.

The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Senorita with the Kadet Mk2. While the Senorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60 size) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"

Midland and Odessa IMAC Classic

By Rick Strange

The Midland Hi Sky RC Club and Odessa Propbusters Club held a joint IMAC contest over Memorial Day Weekend at the Odessa Field. A total of 16 pilots from El Paso to Dallas competed in the two-day aerobatic competition.

Weather was a factor – surprise, surprise. Each day began with high-speed winds. Many pilots were required to tie their plane down while on the ground to keep it from rolling away. Winds aloft were no better and a pilot's positioning skills became critical. The prevailing wind was from the Southwest. Pilots flew their routines North to South. Poor positioning lead to some sequences finishing closer to the refinery than the airfield.

By noon each day, however, high winds were replaced with high temperatures. Landings were no less difficult. The morning high winds made it a challenge to keep the plane over the asphalt. In the afternoon, the lack of wind and the high temperatures made it a challenge to stop the plane before running out of asphalt. Despite this, no aircraft sustained any damage during the entire weekend, and not a single prop was broken or dinged.

Local pilots Daniel Rathbun and Clint Duewall won the top two classes: unlimited and advanced. John Sellers finished third in Sportsman and Anson Hargrove won the freestyle competition with his incredible helicopter flying skill.

Contests like this one are not possible without volunteers. A.J. Lee was the event CD, Rick Strange ran the scoring and Bruce Hoover was responsible for cooking. Gene Laughlin helped scribe. The Midland Club also had a few spectators present.

From The Robbins Nest:

1st Ever Plainview Indoor Electric Fun-Fly! Several of us from Midland made the trip north to Plainview, and attended their first indoor electric fly-in on April 29th. It was a huge success. 31 registered pilots attended the event, and everyone seemed to have a great time.



Reegan, who is a junior in High School, put the event together, and did an excellent job. The event was well organized, ran smoothly, and even included some events to kick it up a notch.

A separate area was designated for Helicopters and 3D airplanes, which allowed those who enjoy flying slower aircraft in ovals to do so without mixing it up with the more maneuverable 3D planes.

Reegan is very innovative, and even rigged up a carrier landing event. It consisted of a 4' x 8' piece of plywood, which was pushed along by a remote control car. It even had string arresting cables which actually worked. This was a great event that many of us will certainly be attending next year!



CAF Indoor Electric Fly-In Our own electric event is just around the corner, and if the 1st Plainview fly-in is any indication, we can expect lots of folks to show up. Preparations are already under way. Our ad should appear in the June issue of AMA magazine. I will contact the vendors next, and attempt to gather some goodies for the raffle. Bruce Hoover has already purchased a kit for us, which should draw a lot of interest. We have made arrangements to fly in the First Baptist Church gym on Friday night, which is always popular with the pilots. Bruce Hoover has offered to provide concessions for the event, and he cannot be thanked enough. I have a few other tasks to take care of, but it's all coming together. I think we should look into some type of frequency control board for these type events, which would be helpful. I will also need some volunteers to work a 1 hour shift to help with registration and selling raffle tickets. We will also need some help setting up tables on the Friday before the event. These will be a few of the topics I'll need to discuss at our next meeting. Till then,

Dennis Robbins

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

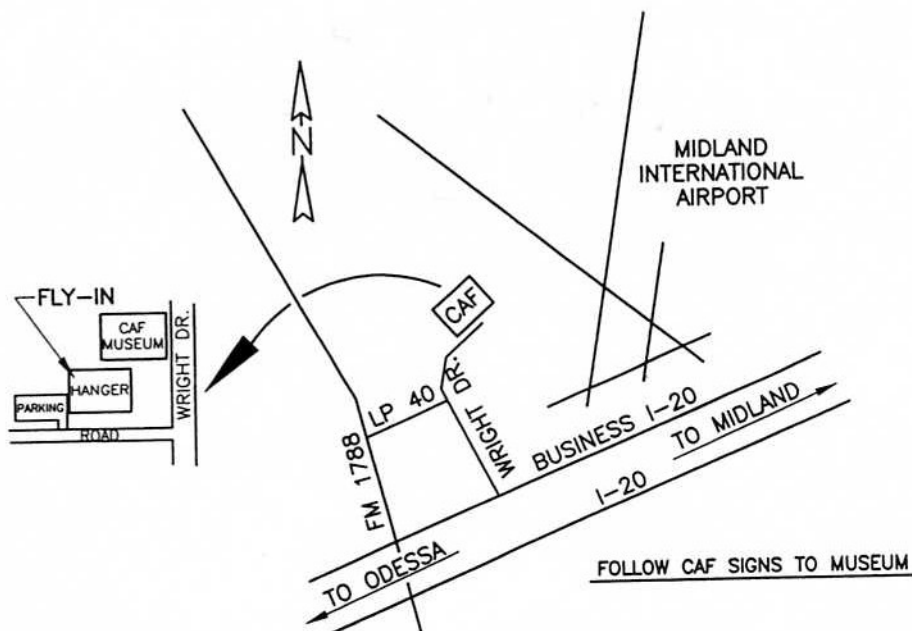
8:00 AM - 5:00 PM

\$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



AMA Club Outreach: Helping New Modelers
by Dave Mathewson, District II Vice President

Hundreds of AMA chartered clubs have programs designed to offer assistance to newcomers entering the hobby. Programs range from simple flight instruction to more elaborate and structured programs that even include classroom sessions. The intent in each of these programs is to help ensure that these new modelers' first experiences are enjoyable and successful. In some cases, many who have purchased their first model are testing the waters to see if model aviation is something they would be interested in pursuing. Today's low-cost trainers and entry-level models make it easy to do that.

Several years ago AMA created the Introductory Pilot Program so that our clubs could reach out and help these new modelers without his or her having the initial, additional expense of an AMA membership and, at the discretion of the club, a club membership.

Throughout the years, the program has resulted in several thousand new members for AMA and our clubs, although the program was a little cumbersome. Recently the AMA Introductory Pilot Program has gone through a complete revision to make it easier to utilize. Some significant changes include extending the program period from 30 to 60 days, eliminating nearly all of the required paperwork, and adding the ability to register online both Introductory Pilot Instructors and students. Any limit on the number of Intro Pilots a club may have has been removed. The key advantage to this program is that it allows AMA chartered clubs to help non-AMA members while being able to provide liability insurance protection to the non-member student provided he or she is flying at the club field under the direct supervision of an AMA Introductory Pilot Instructor.

AMA is creating a campaign to promote this revised Introductory Pilot Program to potential new modelers. More recognition and rewards for instructors, clubs, and students with the potential for more worthwhile benefits to the clubs are coming in the near future. Clubs that participate in the program will have their contact information made available to those searching for help from experienced modelers.

Participating in the program is voluntary but it does offer a club several opportunities. A certain percentage of these new modelers may ultimately decide that our hobby/sport isn't for them and move on to something else. Others might continue, but choose to participate outside the AMA environment. Even so, we will at least have had the opportunity to help these newcomers be successful in their approach and be aware of concerns we all should share as modelers.

A number of these new modelers will consist of those who find AMA and our system of chartered clubs attractive. Some will want to move to other aeromodeling disciplines once they've been made aware of the possibilities that exist. Some may enjoy what they're now flying but want to take advantage of the camaraderie and social aspect of belonging to a group that shares a common interest. These are the new modelers who will eventually help grow our clubs and increase the AMA membership.

We here at AMA are excited about the possibilities this revised program offers, but to be successful, we need the help of our clubs by participation in the program. If you'd like to know more about AMA's Introductory Pilot Program, you can visit the AMA Web site at www.modelaircraft.org or call AMA Clubs Secretary Lois Pierce at (765) 287-1256, extension 291.

If you are a club officer you can register your club's instructors as Introductory Pilot Instructors by visiting the Member's Only section of the AMA Web site. Introductory Pilot Instructors, as well as any AMA member, are always eligible to qualify for the AMA Ambassador Program. Sign up three new open or senior citizen AMA members during the year and receive your next year's AMA membership as AMA's way of thanking you for your efforts. For complete details, go to www.modelaircraft.org/ambassador.asp.