



# HI-SKY R/C FLYER

March 2007

Volume 36 Issue 3

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

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

**Meeting:**

The March meeting will be held March 6, 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. Please pay early to help our treasurer. If you are unable to attend the meeting, send a copy of your AMA card with the payment of \$20.00 to:

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

**HI SKY R/C Club Minutes: February 6, 2007**

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

Bruce Hoover brought the meeting to order at 7:00 PM. There were 24 members present and one guest, Dan Rice.

The minutes were approved as presented in the January newsletter.

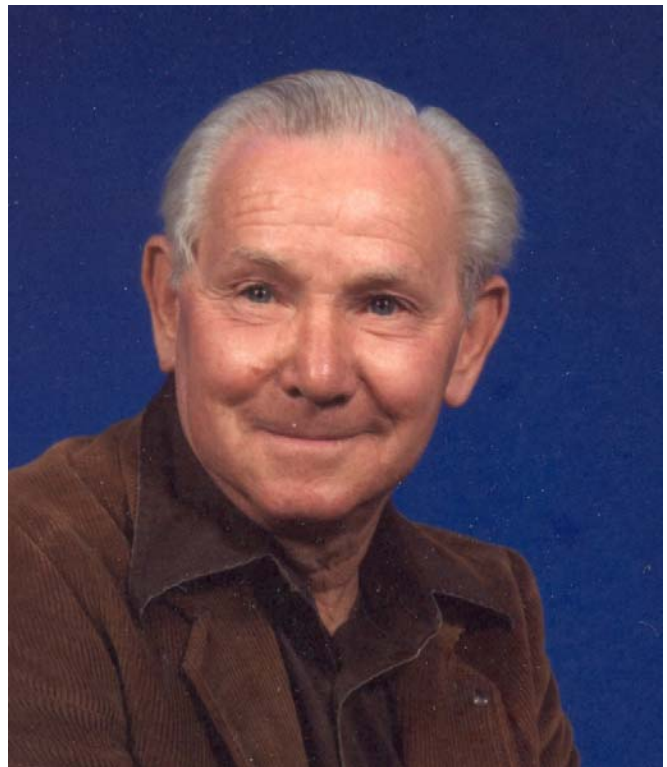
**Field Report:** Bruce reported that the field looks pretty good. Porta-Potties have been emptied and cleaned. Gene questioned if someone had dragged the field. He

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**In Memory of Chester Tieman**

By now you've probably heard that the Hi-Sky R/C Club lost a valued member February 21, 2007. Chester Tieman hadn't been in the best health for some time but he still made most of the meetings. I remember the last time I saw Chester was at the January meeting. Chester was his usual cheerful self. We joked a little as we went into the meeting room. I, for one, will miss his cheerfulness and his sense of humor. I never knew him to put on airs or try to impress someone. I never saw him try to outdo anyone. He was a gentle person who put up with good natured kidding without being upset. What you saw was what you got. Chester, the Hi-Sky R/C Club is going to miss you.

**From the Robbins Nest:**



**San Angelo T.I.N.Y. event:** San Angelo held their first ever indoor electric event, and it was a huge success. They had over 50 registered pilots, lots of flying space, and everyone in attendance had lots of fun! David Harrell, Jeff Laufer, Danial Rathbun, Greg Turnbow, and myself made the trip from Midland. The event included a pylon race, hover off (last plane in the air wins!) and a pattern contest, which was a huge success. Numerous demonstration flights were made. This will become the premier West Texas event, and has raised the bar for this type of venue.

**UPCOMING 2007 INDOOR ELECTRIC EVENTS:**



**March 24<sup>th</sup>, Plainview, TX - (Ollie Liner Center)** This is a one day, non-sanctioned fun-fly where everyone gets plenty of air time, and enjoyable visiting with fellow pilots. Cost is divided among all pilots in attendance to help cover the cost of renting the facility, which will average about \$10 each.

**April 28<sup>th</sup>-29<sup>th</sup>, Plainview, TX- (Ollie Liner Center)** This the official Plainview 2 day event. It will be held in the same place as seen in the photos, and is sanctioned by the AMA. Here is the contact info on the Distric VIII site: **136' wide, 302' long, 25' high. Flying 8a.m. to 10p.m. both days. Concessions, and RV hook-ups on site. More information and pictures on RcGroups.com under Electric Flight Events or call Reagan May at 806-285-2445.**

**July 14<sup>th</sup>-15<sup>th</sup>, Midland, TX CAF/Hi-SKY Indoor Electric fly-in.** It's official, we are sanctioned for the above date. This year, we are going to charge one entry fee, which will be \$10 for both days. This should help simplify the work load. Here is the info as it will appear in the AMA magazine: **Event to be held in the large Commemorative Air Force hangar just South of the Museum. 8a.m. - 5p.m. \$10 admission for both days. Includes Museum Saturday only. Restrictions: 16oz/3 cells on all models, and no carbon fiber rotor blades on helicopters. AMA card required to fly.**

said it looked very smooth.

**Safety Report:** A.J. Lee gave the safety report. All is safe. Probably because nobody is flying due to the cold weather.

**Activities:** General discussion of upcoming activities.

Electric Fly at CAF – July 14<sup>th</sup> has been approved by CAF. Jim Ruple has agreed to take over the reins from Dennis Robbins. Dennis will help. Main thing is that info on the Fly-In must go to AMA with a check to get the date on the calendar.

Calling all Hogs – Date remains September 15<sup>th</sup> & 16<sup>th</sup>. Nothing further at this time.

IMAC - We will combine with the Odessa club. The dates are May 26<sup>th</sup> & 27<sup>th</sup>.

Fajita Fly-In – Date remains June 16<sup>th</sup>. Nothing further at this time.

San Angelo has a fly-in at the Coliseum on February 10<sup>th</sup> & 11<sup>th</sup>. Plainview has an electric in-door fly-in in April (check AMA calendar for date and time). Big Spring will not have their usual fly-in this year.

**New Business:**

Gene Laughlin reported that there is some movement on the new field within the City Council. Nothing positive yet, but they are looking at it. Still need all club members to call their Councilman and visit with them about the bill, stressing the safety issue.

Gene also brought up the fact that we need to start thinking about the cost to get Cole Park set up as a viable field. Cost could be as much as \$20,000 to \$50,000.

Ed Anderson asked about taking out an ad in the MRT looking for property we could get for our own field. Gene Laughlin made a motion that Ed go ahead. Jim Ruple seconded the motion. Jim also suggested that Ed contact Scharbauers to see if they have anything.

**Treasurers Report:**

Ed reported that we have 25 members with dues paid. Anybody missing should get their dues paid up to stay current.

**Show and Tell:**

Dennis Robbins showed his Feuilly Tension freestyle. This is a foamy weighing in at 4.9 ounces. Has a CD ROM 14T 25G motor, CCPhoenix ESC, three GWS Pico servos. Wingspan is 31 inches. Planned to fly in

the gym as soon as basketball is done.

Ralph Gillette showed his Silverlit Gyrotor. This is the big brother to the PicoZ. Strictly indoor helicopter.

**Club Raffle:**

Ed Anderson won the JAR kit.  
Monty Sandefer won the CD ROM kit.  
Meeting adjourned at 7:45 PM.

**Picked up Passing by**

The Odessa Swap Meet has come and gone. The high winds almost closed it down. And from the news reports, the Dallas Fort Worth area received a helping of west Texas. Still about a dozen brave and hardy souls made it out to share coffee and donuts and visit with people in the shelter of their club house. And a little money was exchanged for priceless items.

**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](mailto:Snj24@earthlink.net)

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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](mailto:hksmith35@prodigy.net)

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**Estate sale**

Cessna with ASP .46 radio needs batteries and a little TLC.

Miscellaneous items.  
Contact Henry Smith

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Insanity: Doing the same thing over and over again and expecting different results. Albert Einstein

People seldom improve when they have no model but themselves to copy!

Success is determined by how determined you are to succeed.

A little lie isn't so bad – it's all those you have to tell to keep up with the first that makes you so uncomfortable.

## CALENDAR OF EVENTS

### SCHEDULED

ODESSA BENEFIT FUN FLY

ODESSA CLUB FIELD

MARCH 24, 2007

This is a benefit for the grandson of Maurice Alfred who is disabled after a motorcycle accident. Landing Fee \$20.00

### Lone Star Nationals RC Combat

Greater Southwest Aero Modelers club field

March 16, 17, and 18, 2007

### Weatherford Annual Swap and Auction

Hall Middle School

March 23 and 24, 2007

MIDLAND ODESSA IMAC CHALLENGE

ODESSA CLUB FIELD

May 26 and 27, 2007

This is a combined effort of the Midland and Odessa clubs

CAF ELECTRIC FLY-IN

CAF HANGER

JULY 14 AND 15, 2007

### Planned

FAJITA FLY-IN

MIDLAND CLUB FIELD

JUNE 16, 2007

### Callin' of the Hogs

Midland Club Field

September 15 and 16, 2007

This is the 50<sup>th</sup> anniversary of the Astro Hog. Maybe I should say 50<sup>th</sup> birthday. More later.

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### You might be a RC Modeler if.....

You always keep a supply of paper towels and Windex but never clean your car windows.

You have at least three planes in various stages of completion.

You consider the R/C club meeting as the month's social event.

Bill Atkins, Dixie Aeromasters, Bryon, GA

## Washout: advantages and disadvantages

from the Twin City Radio Controllers

"Every airplane needs washout, even a biplane," said Claude McCoullough, the famous designer for Sig.

I'm not sure that every airplane needs washout, but most do, especially the scale airplanes that Claude designed. Washout is a twist in the wing from root to tip. This twist is usually three degrees but in rare cases can be more.

Washout forces the wing near the fuselage to meet the air at a more positive angle than the tip. As the model pulls its nose up and increases the overall angle at which the wing meets the air, it will eventually achieve the stall angle at which lift ceases. With washout, the inner wing will stall first and gradually progress towards the tips. This is desirable because the loss of lift at the center will lower the nose and prevent further stalling. Meanwhile, aileron control is maintained even though the wing is partially stalled.

But there's much more. Consider the typical World War II fighter. A fighter will have a wing incidence at the root of about 2-degrees and a washout of about one and a 1/2-degree. At top speed, the incidence angle of the tip is 0-degrees. Drag at the tip is minimized and there is very little loss of lift by air creeping around the wingtip—very efficient for maximum speed. In addition, the up-going aileron causes the same drag as the down-going aileron, so that roll causes no yaw. Yawing with the rudder does not change the lift at the tips, so yaw does not induce roll. This is just what the fighter pilot needs for gun aiming, and what the modeler needs for precise scale flight.

Washout is a must in airplanes with long, thin, or pointy wings. Some can't fly without it. Next time you are at the airport, notice the washout of the airliners there. It's huge for safety and fuel efficiency. Most biplanes don't need washout because one wing is typically set at a higher incidence angle, and one wing will stall before the other. Ailerons must therefore be on the wing with the lower incidence angle. Washout has a dark side; it can interfere with aerobatic performance. In inverted flight, washout becomes washin and all the bad things that washout prevents in upright flight become worse in inverted flight. Snap rolls and spins, which require the wing to stall on command, can be difficult to start and control. Adverse yaw varies with airspeed. Scale models of fighters are only mildly aerobatic. Fully aerobatic airplanes generally do not include washout.

Summary: Washout improves aileron response at all airspeeds, reduces adverse yaw and softens the stall, but only in upright flight.

from Flare-out  
Twin City Radio Controllers  
Jim Cook, editor  
Minneapolis NM

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You claimed your AMA dues on your income tax return.  
You spend more time at the field working on your plane than flying it.

## Safety Notes – February 2007

Chuck Waller AMA District VIII Safety Coordinator  
chuckstt@gvtc.com

Beginning this month, I would like to start a series of columns related to aircraft safety. The first subject I would like to cover is how to perform a good Pre-flight check. A good pre-flight check should start before your plane is assembled. I like to go through a meticulous check of all parts of the airplane before assembly as some very important things cannot be accessed after assembly. I like to start at the front of the airplane and proceed to the rear.

1. Prop / Spinner- Check the spinner for cracks, especially around the screw holes. A cracked spinner could come apart when the engine is started and injure you or someone standing close to you. Also check the prop for cracks and nicks. Props take a beating, especially on grass fields. A damaged prop can be very dangerous if the blades come off at speed. I have seen prop blades thrown 30 feet or more and they can cause severe damage to bystanders and equipment.

2. Throttle linkage – Check to make sure that the screws are secure and the pushrod (or cable) is firmly attached and not damaged.

3. Engine mount bolts – Make sure all bolts are present (obvious) and that they are tight. Don't forget to check the bolts that hold the motor mount to the firewall!

4. Muffler – Check to make sure the muffler bolts are tight. Also check that the tail piece is tight and will not rotate.

5. Firewall – Grasp the plane by the prop and fuselage and rock back and forth to make sure the firewall is not loose.

6. Landing gear – Check the wheel collars and axles to make sure they are tight. Spin the wheels to make sure they rotate freely. If you have wheel pants, check that they are secure and tight. Check the landing gear attachment bolts to make sure they are tight.

7. Servo's / linkages – With the wing off (or thru an access cover) check each servo to make sure the attachment screws are in place and tight. Check each control rod linkage to make sure it is firmly attached and bolts / screws/ connectors are tight. While in this area, check any wire connections you have access to, such as battery, switch etc. You should also check wing attachment points to make sure they are solid and tight.

8. Check the batteries with a load test type checker. The batteries must remain in the safe zone even under load. If they do not, recharge before you fly. Make sure the load test meter is the proper type for the kind and number of cells you are testing. If you have mixed batteries in your airplane (for example a Lithium Ion on the receiver and NIMH on the ignition) it is a good idea to put a note on the charge jack as to type and size as a reminder for both charging and testing.

9. Horizontal stabilizer – Grasp and pull on the stabilizer to make sure it is attached solidly. Pull on the elevator (both halves) to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a "safety device" (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn. If you use flying wires, check to make sure they are tight.

10. Vertical stabilizer – Grasp and pull on the fin to make sure it is attached securely. Pull on the rudder to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a "safety device" (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn.

11. Antenna – If your antenna is accessible, check it for nicks or breaks.

12. Wing – Check the wing for obvious damage such as tears in the covering, broken ribs etc. Grasp and pull on each aileron and flap to make sure the hinges are tight. Check each control horn to make sure they are tight and the control rods are attached solidly. Make sure you have a "safety device" (fuel line) on each clevis to ensure they can not come loose during flight. Check wing bolts or any other means used to attach the wing. Now attach the wing and check to make sure the bolts have the correct torque to hold the wing solidly.

13. Check controls - Once the wing is in place, turn on the radio and, with the antenna collapsed, check all controls for ease of movement and correct direction of travel.

14. If this will be the 1st flight on the airplane, verify that the Center of Gravity (CG) is within the safe range. If you are unaware of what that range is, it is usually safe to test fly at 25% of the chord of the wing from the leading edge. That should leave the airplane a little nose heavy which is a safe way to test fly. Remember: a nose heavy plane flies poorly – A tail heavy plane fly's ONCE!

15. Range check, engine off - With the antenna still collapsed, walk about 60-80 feet away while moving the controls. There should be no interruption or chattering from the servos. It is helpful to have someone stand near the airplane to listen for chattering.

16. Range check, Engine running – **MAKE SURE YOUR AIRPLANE IS RESTRAINED BEFORE STARTING THE ENGINE!** Start the engine and with the engine running and the antenna collapsed, walk around the plane checking controls. This should be done at idle and at full throttle.

I know some of you will look at this list and say, "If I do all that before each day of flying, I will not have time to fly!" In fact, if you make this checklist a part of your "routine" every time you put an airplane together, after a while you will find it will only take a few minutes to complete.

Until next time, Fly Safe and remember – SANE Safe Aeromodeling is No accidEnt