



HI-SKY R/C FLYER

May 2007

Volume 36 Issue 5

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

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

Meeting:

The May meeting will be held May 1, 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. This will be the last meeting "in Town" until the September 2007 meeting.

HI SKY R/C Club Minutes: April 3, 2007

The meeting was held at the First Baptist Church Activity Building. Bruce Hoover brought the meeting to order at 7:05 PM. There were 13 members present.

Field Report: Field looks pretty good. We will need to put down some pre-emergent weed killer on the pad.

Mike Chase has gotten the sand bags back in pretty good shape. May need more later.

A. J. Lee made the motion and Jim Ruple seconded to give Tom Coon and his son club membership for the mowing job he has done. Included will be gas for the mower. Motion Passed.

Nothing done on putting the safety bar and lock on the shed door. Also need to get some prices on safety cameras and lights. Work party set for Saturday, 4/14 at 8:30 AM to work on the shed.

The gate lock combination will be changed.

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April Safety Notes

Think Safety at Flying Events.

By: Chuck Waller

Over the years, I have attended many R/C flying events. Many of them drawing over 30 pilots and all are anxious to fly and show off their planes. Traffic on and over the runway of a major event with multiple flight stations can be a major hazard. Some pilots want to show off their latest 3D maneuver, some want to do touch and go's and some just want to fly the pattern. At several events I have attended, there have been accidents and near misses, caused by pilots doing aerobatics over the runway centerline while other planes were attempting to take off or land.

It is very important for the event CD or club representative to cover the designated flight areas during the pilots meeting. You should also cover what areas are to be used for aerobatics and the direction of the pattern. One of the most important things any event can have is a dedicated line marshal to direct traffic and ensure the safety of all pilots. The line marshal should have the authority from the event CD to "correct" any unsafe flight characteristics of pilots on the flight line, and, if necessary, to ground a pilot that refuses to obey traffic patterns or stay within designated flight areas. It is also very important to designate a "dead line" behind which no flying is allowed. This will help ensure the safety of pilots in the pits as well as spectators which may be watching from the sidelines. A second line marshal is also useful to direct ground traffic to and from the flight stations. A "spotter" for each airplane is also a necessity at events with multiple flight stations. Another very important part of flight line operations is communications between pilots. Call out events such as "Take off", "Landing", "Touch and go" etc. This will alert other pilots to your intentions and help prevent accidents.

Lone Star Nationals.

March 16 – 18, I attended the Lone Star Nationals R/C Combat event at the Greater South West Aero modeler's field in Ft. Worth, TX. As some of you know, I flew combat for many years, so it was great to see all my flying buddies again and to meet some great pilots from across the nation.

Attendance this year was down somewhat from past years, but the spirit of the competitors was not. The piloting skill was top notch. One of the highlights of the weekend was seeing one pilot, with the last streamer, being chased by as many as 6 other planes. The better pilots would go very low, often cutting grass with the propellers, trying to get the trailing planes to crash as they dodged and weaved trying to get the streamer. Other pilots in the same circumstance would go

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EVERYONE, PLEASE MAKE SURE YOU ROLL THE TUMBLERS AFTER YOU UN-LOCK THE GATE.

Safety Report: A.J. Lee gave the safety report. Still have the potential for rattlesnakes at the field. Watch what you pick up.

Activities: General discussion of upcoming activities.

Electric Fly at CAF – July 14/15 Decision made to offer flyers their first table as an inclusion for their landing fee. All others will cost \$5.00. Jim Ruple made a motion, seconded by Ralph Gillette that we get 50 tables. Motion passed.

Calling all Hogs – Date remains September 15th & 16th.

IMAC - We will combine with the Odessa club. The dates are May 26th & 27th. AJ says he can use some help.

Fajita Fly-In – Date remains June 15th. Need further discussion at later date.

Old Business:

Gene Laughlin reported that the city would not back off their position on liability and locks. He told the city to take us off the agenda. We do not want to be caught up in this type of set up.

A. J. Lee talked to Jim Hall about our staying at our present site. Jim was on his way out of town, said he would get back to us later of a long-term lease deal.

New Business:

Gil Hernandez reported on flying combat in Dallas. Wiped out all his planes and some borrowed ones also. Good time had by all.

A. J. Lee reported on flying at the IMAC contest at El Paso. He came in 4th.

Treasurers Report:

Ed reported that we have \$XXXX in savings account and \$XXXX in the checking account.

Show and Tell:

Dennis Robbins showed his new Hextronic Outrunner. Motor from United Hobby for only \$12.00. Very good-looking motor.

Jim Ruple showed his Great Plains ARF SE5A.

Weighs in at about 13 to 14 ounces. Has a BPY 12 motor. Says it flies slow and graceful, just like scale.

Club Raffle:

Bruce Hoover won the LIPO battery.
Ralph Gillette won the wing cores.

Next meeting: 1st Baptist Church, 7:00PM May 1st.

Meeting adjourned at 7:50 PM.

Picked Up Passing By

I read an interesting article on the internet recently in my search for material for our newsletter. This was not about r/c models, instead about a real encounter during WWII between a B17 piloted by Captain Charlie Brown and a Bf109 piloted by Oberleutnant Franz Stigler. The B17 was badly shot up and was trying to get to its base in England. Franz Stigler was on the ground when he got the order to go up again. One more "kill" for Stigler and he would receive the Iron Cross which was a coveted metal. He found the B17 and after seeing its condition tried to convince its pilot to land. Charlie Brown would not land instead he just headed toward England. Oberleutnant Stigler escorted the crippled B17 to the English Channel. When he got back to his airfield, he reported that the B17 had crashed in the Channel. Years after the war, Charlie Brown began a search for the German pilot. He found him living within 300 miles of his home. Franz Stigler had moved from Germany after the war. The first question Charlie Brown asked was the name on the B17. When Franz Stigler replied that it was "Yea Old Pub", Charlie Brown knew he had found the right person. You can read the entire story online at: AviationArtStore.com. I can only wonder how many times the two pilots could have met in the air over Europe.

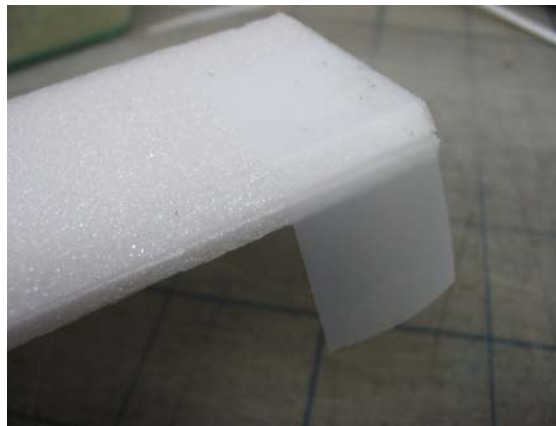
I am grateful to Dennis Robbins for his monthly contributions to this newsletter. I also appreciate Jon Wheeler for converting the word document to a PDF file for the club. Thanks a lot to two great guys.

For those of us that did not make it out to the field work day, we missed a chilling experience. April 14 was cold. From all reports, Bruce Hoover and Mike Chase were the only ones brave enough to show up. We may have to have another work day to clean up the weeds and other debris.

There is a Killdeer nesting about four feet from the pad and just to the east of the walk. There are four eggs on the ground close together. The parent seemed to tolerate us last Sunday afternoon (April 22). Occasionally, it would leave the nest but not stay away long. It takes about 24 to 28 days for the eggs to hatch.

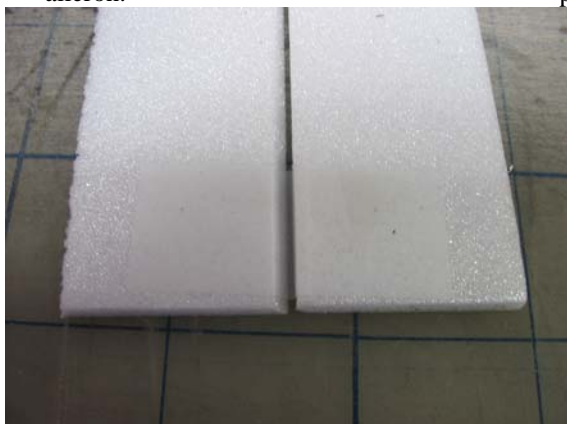
**From the Robbins Nest:
By Dennis Robbins**

Taping Hinges on Foam aircraft: Whenever we construct foam airplanes, one task that always has to be completed is attaching the control surfaces. The most popular method is to use tape. (Blenderm medical tape is my preferred tape of choice.) Even though this is a simple process, there are several different ways to accomplish this necessary task. In this article, we'll use photos to illustrate a simple, quick, and very effective way to tape a 3mm thick depron aileron control surface to a wing.



1. Cut a 45 degree bevel in the surface to be hinged, which, in this example, is the aileron.

2. Place the aileron upside down on the wing, and tape at each end using a 2" piece of tape.



3. Gently fold the aileron back into place. At this point, the aileron will only be held in place by the 2 pieces of tape.

4. Now we run our tape the full length of the aileron. The bevel is on bottom.



In this photo we can see the gap, which forms naturally, if the procedure was done correctly.

The gap and bevel work together to allow the aileron to hinge at 45 degrees. (A third Piece of tape can be used on the bottom for extra support if desired.)

CALENDAR OF EVENTS

THUNDERBIRD MEMORIAL WARBLER FLYIN

THUNDERBIRD FIELD ON LAKE BENBROOK

MAY 19, 2007

MIDLAND ODESSA IMAC CHALLENGE

ODESSA CLUB FIELD

MAY 26 & 27, 2007

This is a combined effort of the Midland and Odessa clubs.

FAJITA FLY IN

MIDLAND CLUB FIELD

JUNE 16, 2007

CAF ELECTRIC FLY IN

CAF HANGER

JULY 14 & 15, 2007

Callin' of the Hogs

Midland Club Field

September 15 and 16, 2007

This is the 50th anniversary of the Astro Hog.

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

Estate sale
Cessna with ASP .46 radio needs batteries.

Miscellaneous items.
Contact Henry Smith

A true friend is someone who thinks you are a good egg, even though he knows you are slightly cracked.

Bernard Meltzer

into wild gyrations up and down the field. One intrepid pilot even used an unusual tactic of circling the wind sock pole in an effort to throw of his pursuers.

In past years, Combat has often been perceived as being a little unsafe. Several incidents of launch failures and "fly a ways" in past years may have tended to keep some pilots and even spectators, away from this event. However, I am very pleased to say that this was the safest combat contest I have had the pleasure to attend. Though the wind was strong and gusty at times, out of approximately 500 launches over a three day period, there was only 1 launch failure that resulted in a crossing of the safety line. CD Ed Kettler along with organizers Lee Liddle and Bob Leone did an outstanding job with this event. I would also like to acknowledge the tremendous participation of the members of the GSW club. They were more than gracious hosts and kept things going smoothly all weekend. My compliments to the winners in each event and to all the competitors which made this an event to remember. At an event like this, you do not need to score high to be a winner. Just competing and talking with fellow pilots with like interests makes us all winners!

Well, that's it for now. If you have a topic for a future column, or a safety related issue at your club that you need help with, please e-mail me at chuckstt@yvtc.com

Till next time...

Chuck Waller
AMA District VIII
Safety Coordinator

From Roxbury Area Model Airplane Club, Lake Hopatcong, New Jersey

Top Ten Reasons Why It's Not So Bad to Crash Your Airplane

10. If there are people in the club who are wondering why you haven't done it recently, they will finally be "off your case."
9. You get everyone's attention for a few seconds.
8. You get some people's sympathy for second or two.
7. Certain club members run to get their camera to take pictures of the wreckage.
6. You don't have to fold the back seat down in your car to get your airplane in on the way home.
5. Your spare parts collection just got bigger.
4. You now have more room at home for your next airplane.
3. You now have room on your transmitter for your next airplane (if you were maxed out).
2. You will never have to bring that airplane to the club auction.
1. You don't have to fly that airplane anymore.

Don't accept your dog's admiration as conclusive evidence that you are wonderful. Ann Landers

From the East Valley Aviators, Apache Junction, Arizona

How is a Good Preflight Check Performed?

By Bill Cummings

You might think this is a simple thing to do, but each time I'm at the field, I see mishaps that could have been avoided if the pilot would have only taken the time to make some routine checks. A good preflight check should start before your airplane is assembled. You should go through a meticulous check of all parts of the airplane before assembly, because some very important things cannot be accessed afterwards. Start at the front of the airplane and proceed to the rear.

1. Propeller/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 by. Also check the propeller for cracks and nicks. Propellers take a beating. A damaged propeller can be very dangerous if the blades come off at speed.

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 they are tight. Do not 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 tailpiece is tight and will not rotate.

5. Firewall – Grasp the airplane by the propeller 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. Servos/Linkages – With the wing off (or through 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, and 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 cannot 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 first 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 airplane flies poorly – A tail-heavy airplane fly's ONCE!

15. Range check, engine off - With the antenna still collapsed, walk about 60 to 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 it running and the antenna collapsed, walk around the airplane 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.

ARF, kit, or build it from scratch?

By TOM DENNEY

With summer approaching we all should have some new airplanes ready for the flying season, right? We want to spend most of our spare time flying, not building new airplanes. We may do some repairs due to mishaps but definitely not due to pilot error.

I have spent most of the winter building new airplanes and floats. I have three airplanes ready to go for the summer—two floatplanes and one on wheels. About a week ago, I finished one I built from scratch. It took about three months to complete, and after finishing it, I told my wife that from now on, it would only be Almost-Ready-to-Fly (ARF) airplanes for me. I was sick of building.

This brings up a good question: Which is best—an ARF, kit, or building from scratch?

If you are not an experienced builder, we can rule out building from scratch. I would say that most people could build an easy kit and put together an ARF. The first thing a person in this hobby should have is one or two airplanes that are flight-ready so you can decide what to build and still have something to fly while you're doing it.

Now we need to make a decision: ARF or kit, believing that our ability will let us do either.

Good points about ARFs are the wood construction is complete and they are covered. Almost everything comes with them, except the radio equipment and engine. A lot of ARFs even have the prop spinner included, and the engine mount is already installed. You also can purchase a good 60-inch wingspan ARF for around \$100, and if everything goes well, in about 15 to 20 hours you are ready to fly. ARF airplanes do have a downside. You will need to be satisfied with the color that they come in, and if you need to repair it, good luck matching the covering. If you would like to change something like taking some of the dihedral out of the wing, making it a bolt-down wing instead of holding it on with rubber bands, or even installing individual aileron servos...sorry, no can do.

With a kit, all of these things are possible. The best thing about building a kit is you can change everything if you want. You choose the covering color, and if you need to repair it, you should have some covering left over from when you built it. I like individual aileron servos on my airplanes for obvious reasons like mixing, air brakes, and flaperons. Some airplanes come with about 20 degrees of dihedral, which I dislike, but it makes it easy to fly. That is why most trainers have a lot of dihedral in the wing. Kit building also has a downside. It takes a long time to complete and is a lot of work. Truth be told, you would probably have as much or more in the airplane if you built it from a kit.

In summary, it doesn't make any difference which type of airplane you purchase, as long as you have one. The quality of ARFs is very good now compared to what it use to be.

I have both ARFs and kit airplanes as well as some I built from scratch, and I like them all. So the answer to the ultimate question is up to the individual. There is no right or wrong to this question. The only answer is to fly, fly, fly.

From Pfeiffer Field R/C News
Mount Rainier Radio Control Society
Bill Bender, editor
Puyallup WA