



# HI-SKY R/C FLYER

November 2005

Volume 34 Issue 11

President: Gene Laughlin  
Vice President: Jim Ruple  
AMA Charter Club #851

Treasurer: Ed Anderson  
Secretary: Jim Tartt  
www.hiskyrc.com

Notice: Stolen Transmitter  
Jon Wheeler has had a Futaba 8UXA transmitter on channel 57 taken from his possession on or about Sept. 17, 2005. If anyone has any information about this please contact Jon. Jon's phone no. is: 699-7240.  
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Meeting:  
The November meeting will be at the First Baptist Church November 1, 2005. The meeting will start at 7:00 PM. There will be nominations for officers for 2006. There will be flying after the meeting.  
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### Minutes of the Hi-Sky R/C Club October 4, 2005

The President called the October 2005, meeting at the Midland County Library to order at 7:05 p.m. Eighteen (18) members were present.

The minutes were approved as read.

**Guest:** Glen Tabor

**Field Report:** Bruce Hoover said the field is in good shape. Gene Laughlin stated that the weeds have not been sprayed and he will contact the person to reschedule this project.

**Safety Report:** A.J. Lee said all is safe.

**Activity:** Jim Ruple said there are no more activities for the

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From the Robbins Nest:  
By Dennis Robbins

**BLUECORE FANFOLD AIRPLANES:** How cheap can you build an electric airplane? Most kits can run about \$45-55, and many can be purchased for maybe \$17-39. Seems like a lot of money for a box of foam, but is it really? Most of these kits include a great building manual, all needed carbon fiber, wheels, hardwood, control horns, etc. needed to complete the airplane. Some even include low-end brushed motors. If you ever try to scratch build one of these things, you will need to round up parts you may not have thought of. If you don't have the needed carbon fiber, purchasing the correct size and length can equate to considerable expense. You have to have Velcro, foam mounting tape, wire for pushrods, control horns, and other accessories which can add to the overall cost of your scratch built masterpiece. And don't forget about purchasing a bundle of fanfold foam at about \$35, printing plans and templates, and the time required to cut it all out.

It may sound like a pitch against scratch building, but that is actually not my motive at all. If you have most of the parts, and can get you hands on some carbon fiber, you can cut out a plane for almost nothing, and have fun while doing it.



David Harrel's FAT 3DX

We plan to raffle another FAT 3DX kit at this meeting, and it will be a very complete kit. I also hope to include something extra to pad the raffle. About \$1.50 was the cost of the actual foam needed for the plane, but the real value is having all the work done for you. All the cutting and measuring is done, and ready for assembly. Even the carbon fiber rods are included, which adds considerably to the overall value of the kit.

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Midland Club this year. The San Angelo club is having a Fun Fly October 15<sup>th</sup> & 16<sup>th</sup>.

**Old Business:** Jim Sevey reported that the City of Midland is continuing to work on the new flying field at Cole Park. He brought pictures of the work in progress of the new flying site at Cole Park. The entrance road into the park is now open for easy access. The combination lock on the entrance gate is the same as the gate at the present flying field. Jim also said that Key Energy has donated all the concrete needed to finish the runways and pit area. There is a great need for caliche that will be mixed with the concrete to complete the project. There is also a need for building material to build the cover for the pit area. Mike Chase said there is pipe at the present flying field that can be donated.

**New Business:** Glen Tabor was present at the meeting and stated that the Odessa club is raising its yearly dues, and also an out of town guest may fly free as long as an Odessa Prop Buster Club member is present.

Jim Ruple proposed that the Midland club post an information sign for the electric flying site at C.J. Kelly Park. The club discussed putting a cost limit of \$150.00 to have this done. The midland club voted on both proposals and they passed.

**Show and Tell:** Jim Ruple showed his electric Atlantic Harbor Tug Boat. The boat has working lights and is 30 inches long. The club made \$50.00 from the raffle of an electric speed control donated by Dennis Robbins.

The meeting adjourned at 7:50 p.m.

**Upcoming Events:**

None

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**Picked Up Passing by**

By Henry Smith

Are electric models more unsafe than glow powered models? This question has been going through my head over the last month. I was trying to get my Gypsy ready to fly and had attached a battery to get everything ready to go. The plane was sitting on the hood of "Ole Blue". I advanced the throttle and nothing happened. My thought was "what is wrong or not plugged in?" Everything seemed to be OK. I closed the throttle and did some more checking. Everything was as it should be. I advanced the throttle again and the thing started. It is at this point I do not remember exactly what happened except that I grabbed for the plane and my hand and the prop tried to occupy the same space. We went to the ER and I got about 11 stitches. Now remember that I pointed out several things you should be reading? Add your ESC instructions to that list. It turns out that the first time the throttle is advanced it "arms" the ESC. Then it is ready to go. This is totally different from my other ESC. I never had this problem with a glow engine. It either runs or not. Either type of model can cause injury if we do not read and follow the instructions that are provided by the manufacturer.

Maybe I ought to add follow safe practices when operating either electric or glow/gas powered models.

Last month I had an article about the AMA Club Leader Program. I would think that to attain this recognition would be a source of pride for our club. After all they are things that we as a club should be doing anyway. I wonder if anyone has read the AMA document #708?

I am very appreciative of anyone who will take the time to write something for the newsletter. My heartfelt thanks go to Dennis Robbins for his monthly article.

I have added some pictures from the Callin' of the Hogs Fly In. They are a bit late but I hope you enjoy them.

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Gene brought two planes.



John Sellers' beautiful Hog Bipe.

# CALENDAR OF EVENTS

There is nothing close to Midland. We need to get our events scheduled for 2006.

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A pair of EP "tigers". The twins did not fly together.



Max getting his "Midland" Hog ready for a flight.



I hope this illustrates that foam airplanes can be constructed at very little cost, if you already have some of the materials. I also wanted to let you know that most of the foam kits on the market today are a great value, and a wonderful place to get started in electrics. Or you can come to our meeting, and take your chances in winning a proven scratch built airplane kit.

David Harrell and Jeff Laufer have flying FAT 3DX airplanes, and maybe we can get them both to bring theirs to the meeting for close examination.

To get you started in scratch built planes, check out the free plans at this web site, and get started today with your own project. You will be amazed how well, and how good these planes fly, and look.

<http://www.3dfoamy.com/>

Dennis Robbins

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## Das Ugly Stick

The original Phil Kraft Ugly Stick was released to the public in the May-June issue of Radio Control and Model Aircraft World in 1966. The plans were available from Grid Leaks plan service. Both of them are not in existence today. With the passing of time and the introduction of various stik designs, Phil's name seems to have gotten lost in the shuffle.



In his article, Phil Kraft wrote: The original concept of the Ugly Stick was to design a radio controlled aircraft which could be built in an absolute minimum of time. Its purpose was a flying test bed for new proportional control developments and an all around shop airplane which could be used as a loaner for visiting fliers testing repaired equipment and any use which required an airplane which could be considered as expendable. The man in the picture on the cover is or was a friend of Phil Kraft.

Phil Kraft finished the plans on a Sunday afternoon. He purchased the materials for the plane about 4:30 that afternoon. He took time out for Sunday dinner and finished the framework by 10:00 PM. Two more evenings were required for covering and doping. For those of you not familiar with that term, it was the method of covering in the 1960s. And on Thursday of that week, the plane was first

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For Sale

Carl Goldberg J-3 kit \$75.00 It is new in the box  
It may be converted to electric or a .40 2 stroke or a .52  
four stroke engine may be used.  
Contact Henry Smith @ 570-6262.

If you have something to sell, let me know and I will list  
it here.

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A Nice looking "Hog"



The "judge" takes a break

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Life is simpler when you plow around the stump.

Don't worry about the world coming to an end today.  
It's already tomorrow in Australia.

Charles Schultz – Peanuts cartoonist

Laughter is a tranquilizer with no side effects.

Never interrupt someone doing what you said couldn't  
be done. Amelia Earhart

flown.

The original was completely square. Later, before its  
introduction in the magazine, it was changed to today's  
shape which is vaguely similar to the Fokker Eindecker.  
For an expendable utility airplane, the Ugly Stick proved  
to be an excellent flyer. It is very stable as well as being  
easy to fly. The Ugly Stick is at home as a trainer or  
doing aerobatics, flying slowly or flat out or put still  
another way, mild or wild. In the hands of a good flyer, it  
can win a few contests. However, its value is not in  
winning contests, rather as a second plane for a new  
flyer. It is also a great sport plane for just having fun at  
the field. It can even be used a trainer airplane with an  
instructor's assistance.

The first commercial kit based on Phil Kraft's design was  
by Jim Jensen in the 1970s. Since then there have been  
other copies with some changes by companies such as  
Midwest, Great planes, Hanger 9, Global and countless  
others. How many of you remember Orline R/C? The  
stick has been one of the most imitated R/C airplane  
designs in history. I wonder if Phil Kraft ever thought that  
the airplane he designed and built in less than a week  
would be one of the most built and flown radio control  
designs in the next forty years. The original plan had a  
cowl and now the engine is open. He even designed a  
brake for the magazine plan. This same brake was  
included in the Jensen kit. The original plan called for a  
Veco .45 engine. For the newcomers, Veco is the  
predecessor to the K. & B. engine. The Jensen kit had  
the engine tilted at 45 degrees to provide better fuel draw  
to the Carburetor. The basic design has been flown with  
a .45 two stroke to a .91 four stroke depending upon the  
preference of the modeler. The engines have had a  
standard muffler to a tuned pipe.

In May and June, 1985, RC Modeler Magazine did an  
update of the Jensen plans. The design had a plastic  
engine mount and was designed for a modern radio  
system. They kept the bell crank system for the ailerons  
and the rubber band method of securing the wing,  
landing gear and fuel tank hatch. RCM also presented a  
very complete set of building instructions in this two part  
article.

Thank you Phil Kraft and long live Das Ugly Stick.

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.Jim Tartt gets ready for another flight