



HI-SKY R/C FLYER

April 2011
 President: Chris Rutter
 Vice President: Henry Smith
 AMA Charter Club #851

Volume 40 Issue 4
 Treasurer: Ed Anderson
 Secretary: Ralph Gillette
 www.hiskyrc.com

Meeting Notice: The April meeting will be at the club field April 5, 2011 at 7:00 PM.

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Spring Prep

From the official newsletter of the Tri County R.C. Club, New Jersey

It has been a long winter for some of us. We have cleaned our models and engines and checked all the electronics. But now that the equipment has been sitting for three months, it needs a little late-winter refresh.

What am I talking about? Battery cycling. If you are using Nicad or NiMH cells, you will need to recharge the batteries about now. These batteries tend to self-discharge over time. This is also a good time to cycle the batteries and ensure that they still have the capacity to be viable for the coming flying season, or order new batteries if they are of diminished capacity.

Now, if you are using Li-Poly cells, you don't need to charge or cycle the batteries. However, you should check the voltage to make sure they have held the storage charge you gave them. You do bring the cells to the recommended storage voltage, don't you? Yeah, me neither. Well, I will be doing that soon since I bought a charger that can put a storage charge on a Li-Poly.

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HI SKY R/C Club Minutes: March 1, 2011

Meeting was held at the First Baptist Church.

Meeting called to order at 7:10 PM by President Chris Rutter. 18 members were present.

Minutes: Minutes were approved as published in the newsletter.

Field Report: Jim Tartt reported that the field looks pretty good. Workday is still set for March 26th to work on the safety netting and the caliche, if we can get it delivered. Bruce will check on availability of the tractor and time for delivery. Tom will mow about April 1st.

Safety Report: AJ reports that we have had some flying over the pits. When reminded, the flyers changed their pattern. Comment made about starting engines without throttle control, such as with a 2.4 set up. Make sure the system is bound and the throttle control set to low before cranking up.

Treasurers Report: We have money in the checking, savings and CD accounts. Next major expenditure will be for the caliche.

2011 DUES ARE DUE

Activities: First activity up is the Fun Fly in April. Bruce has to work that day, so will need someone to run the events. Will get "volunteer" next meeting.

Fun Fly	April 16 th
IMAC	May 28/29
Fajita Fly-in	June 18/19
Pylon Race	July 2
(Fly what you bring)	(Cook what you bring)
Calling all Hogs	August 20/21
Fun Fly/Pylon Race	Sept/Oct
Electric Fly	Horseshoe is

set for one day only, October 23rd.

Old Business: Signs – AJ has not heard back from Jim Edwards yet.

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Oh, and while you're at it, go through your field box. Dump everything out and purge stuff you don't need. Put the paint stirrers (broken propellers) in a container for later use, or just throw them out if you have too many already.

Check your starting and glow batteries and charge them, too. If you have a power panel, remove it and inspect all the wiring. If you keep repair tools in the field box, make sure they are fresh (glue, fuel tubing, rubber bands, band aids, dressings, ointments [for the other guy, of course], etc.) While you're at it get some fresh cleaning solution and paper towels too.

Now, when the weather turns fair, you are ready to grab your stuff and go flying.

Steps to Keep Your Site Safe

By Jim Rice,
District VIII Vice President, Safety Committee
Chairman

Safety Officer/Coordinators and club officers: we have a new Safety Code for 2011. It hasn't changed much in content but the appearance is different. Safety Officers should review the code at least annually with their membership and early in the year is better as it starts everyone off in the flying season with the same knowledge base and interest in safety. It might ensure that the Safety Coordinator gets to fly more and enforce less if a good discussion at the club meeting irons out the issues.

Along with that, Safety Coordinators should invite a couple of members to join them in an inspection of their flying site at least twice a year—once in the winter when vegetation is down, and again in the summer when things get covered up and harder to see. Start at the access road and parking lot looking for trip hazards, guy wires, sharp stakes that should be marked, covered or removed. Look at shingles on the club house, fencing, frequency board/impound areas. Be critical while it just involves work instead of blood.

Make sure fencing can withstand the kids who we know aren't supposed to climb on it but invariably they get loose and do it anyway. Make sure it still can perform its intended purpose to divert aircraft or prevent inadvertent foot traffic into the pits and flight stations.

Look through your club house/concession stand for splinters, tired wiring, rotted/rusted chairs and tables, fire extinguishers out of tolerance, or a first aid kit in need of updating. Make sure the GPS coordinates are easy to see and read in the event emergency crews need to find your location.

Walk around the field to see if there are cracks from

drought or dug up places from wild animals (or not so wild animals) which could trip up or divert an aircraft.

Look over the flightline and see if vegetation has encroached on the flying area or creates a tough situation for inexperienced pilots. Claims for trips and falls are as prevalent as claims for injuries from aircraft. Make sure you look at everything; an uncovered piece of cut off rebar used to stake up a flag pole or shelter could be lethal if someone fell on it!

Several sets of eyes are better than one and you can feed off of each other as you check out your facility. Don't assume everyone knows that a certain wire is hot, or that they should avoid sitting at a certain table or that the soft dirt over the septic area is off limits. If it can be a hazard to someone, it probably will be some day. Fix it now so that your great summer flying day doesn't get interrupted by a trip to the ER.

The site will look different in summer so do it again then; takes a little time but could be well worth the effort! Have fun, fly safely, and see ya on the flightline.

For Sale:

James Hoffman has his Hanger 9 .60 size P-51D Mustang ARF for sale. It is not finished. It needs 6 servos, a motor mount, and batteries. Included with the plane are 2 retract servos, an e-Flite 60 brushless motor and an e-Flite 60 amp esc. He has \$600.00 invested in the plane. He says he will take \$400.00. If you are interested call him at 432-689-2398 or email him at: jameshoffmandude@yahoo.com.



CALENDAR OF EVENTS

Hi-Sky Fun Fly

Hi-Sky Club Field
April 16, 2011
Fly for fun and ????

Battle of Benbrook

Dutch Branch Park Field
April 16, 2011
A chance to fly with the best combat
Flyers in the country

11th Texoma Electric Extravaganza

Pete Darte Field Sherman, TX
May 7, 2011
\$15.00 landing fee includes lunch

Odessa Midland IMAC

Odessa Club Field
May 28 & 29, 2011
Fly with some of the best

Amarillo, TX Annual Fun Fly

Buffalo RC Club Field
June 4 & 5, 2011
\$15.00 landing fee f/both days and lunch

Big Spring Fun Fly

John Wesley Field
June 11 & 12, 2011
Visit www.bsmaa.org for more information

Old Farts Four Stroke fly In

Ft Worth Thunderbirds Club Field
June 15, 2011
Limited to Four Stroke engine powered planes

Fajita Fly In

Midland Club Field
June 18 & 19, 2011
Anything that flies

Pylon Race

Midland Club Field
July 2, 2011

Callin' of the Hogs

Midland Club Field
August 20 & 21, 2011

HorseShoe Electric Fly In

Midland Horseshoe Arena
October 23, 2011

Contract for Horseshoe flying has been signed.

New Business: May have an indoor flying site. It is a church gym at 301 S. Connors. Cost is \$300 per day, plus a \$500 damage deposit. Matt will try to get set up for a one-day try out.

Another possibility is the coliseum in Big Spring. Chris said he would check out its availability.

Show and Tell:

Dennis had his own design foamy, the Velox, which is being kitted by Ben Fisher. Dennis says it is designed for the Free Style competition. Kit should be ready in about a month.

Chris Rutter brought his Guillow SE5A rubber free flight kit he is building as a radio control electric. Using Coverite Microlite covering.

Club Raffle:

Flex foamy Short Kit	James
Foam Safe CA Kicker	Monte
Foam Safe CA	Jim Tartt
Electric Prop	Chris
Electric Prop	Ralph

Next meeting: At the Club Field, 7:00 PM April 5th.

Meeting adjourned at 7:50 PM.

Tips & Tricks

A Couple of Building Hints

How many times have you used the household iron and been jumped on for leaving sticky stuff on it? Have you used iron-on film and had the color pigment stick to the iron and bleed to another section leaving streaks and marks on the second color (red on white, for instance)?

Solution: Heat the iron, put some salt on any sheet of paper and rub the iron over the salt. PRESTO! Iron face back in pristine condition.

—From the Tingalpa Transmitter in Australia

When drilling a hole in balsa, the wood has a tendency to splinter out and make a nasty mess where the drill bit exits. Drip a few drops of thin Hot Stuff around the exit area of the drill bit and let it cure. You can now drill a hole and the wood will hold together much better. It may still splinter out some, but not nearly as much. This method also works great when drilling wing hold-down holes on built-up wings.

—From the Windy Flyer newsletter, Downers Grove, Illinois

***** MUSTANG MANIA *****

An unbelievable deal if you are a hardcore fan of the legendary P-51 Mustang. I'm selling everything Mustang from a Pilot's Operating Handbook and 1/48 scale plastic model to the ultimate RC scale Mustang by Aerotech. Check out the bundle below.

In addition to the POH and the Monogram plastic model, I'm including an old Fliteglas Mustang (.60 sized, for Rhom retracts, flyable with a bit of fixin'), two House of Balsa .40 sized Mustangs, (one the highly desirable fiberglass fuse, about 80% finished and one finished, with a minor repair needed to install the retracts), one House of Balsa Mustang kit, one Dyna-Flite Mustang (about 60% finished, .60 sized), and, the queens of the fleet, a Top Flite 1/5th scale Mustang complete with Hi-Tec Eclipse radio, Moki 2.1 engine, ready to fly, and an 100% dead nuts 1/5th scale Aerotech Mustang, about 80% finished, with ALL the bells and whistles, including highly detailed cockpit, pilot, sliding canopy, four-bladed display prop with extra spinner, highly detailed Mustang wheels and tires, retracts with scale gear legs, functioning inner gear doors, drop tank sway braces, ALL rivets and panel lines in the exact right locations...the ultimate Mustang. I intended to use the Top Flite Mustang as the "trainer" to break in the radio and engine and so will only sell them as a pair. **ALL OF THIS FOR \$2750.**

Also for sale:

- 1) Spitfires galore...A Spitfire package including a Dave Platt Spit Mk. 12 kit (88 inches, ultimate Spitfire model, no longer available), a Top Flite .60 sized Spitfire IX kit no longer available, and the ultimate ARF, a Spitfire Mk. 24 by Kondor Model Products, 80 inch wing span, beautifully built and painted, \$450 retail, Literally a steal at **\$600** for all three.
- 2) Top Flite P-39 Airacobra kit, no longer in production, .60 sized with interior kit included. **\$75 – SOLD--**
- 3) A true classic collectable kit, a Jetco/Sig PT-19 for .45 to .60 engines, very scale; a builder's kit. **\$100**
- 4) For you EDF fans, an F-4N Phantom, complete and ready to fly and an A-7 Corsair II, also complete and ready to fly. Both for **\$200**
- 5) A Sig "Kadet Senior," 80 inch wing span, with K&B .40, radio (needs Rx and Tx battery packs replaced), a great three channel trainer, almost ready to fly... **\$120 OBO**
- 6) A real unusual pairing, a Dyna-Jet pulse jet engine and a Dooling .29 speed engine, **\$80 OBO**
- 7) Two Guillows stick and tissue classic display models, built, a B-24 Liberator and a B-17 Flying Fortress, **\$5 each**
- 8) NIB OS.26 four stroke and NIB Cox .020....rare to find NIB...**\$75 for one \$40 for the other**

So, why am I selling? After 55 years in the hobby, the flame just doesn't burn as brightly. Alfa Models and flying at the park is about all I can do these days, so here is your chance to get some really good scale stuff at a great price.

I'll part out everything but the two big Mustangs: they need to go together. Best to reach me via email at SNJ24@att.net. Bill Coombes

Improve Your Flying Skills at Home: Part 1

By John Burdin

From the Imperial Radio Control Club, Lakeland, Florida

For years, most of our friends who have learned to fly RC aircraft did all their training at the local flying site. Each day was a new adventure, and if something happened to preclude them from flying on their selected day (weather, mechanical or otherwise), it was wait until next time. Not only is this frustrating, in today's world it's wasting time. Occasionally a new student won't connect with an instructor, and numerous other things can cause delays.

Regardless of each person's skill level, we are always learning, and to use an old adage, "the day you stop learning you are finished." One great thing in today's RC world is the availability of very high-quality, computer-generated flight simulator flying.

RC flight training has evolved over the years. From someone telling you what to buy, how to put it together, and some basic flight instruction and then wishing you luck, today one can literally go from the hobby shop (or UPS delivery) to the flightline with a brand new model in a matter of days, and in some cases, hours. So why not speed up the learning process as well?

I remember discussing the RealFlight R/C Flight Simulator product with Bruce Holleck (founder of Tower Hobbies) many years ago as it was about to go to market. The goal was to produce a product that could dramatically shorten the learning curve for new RC pilots, get more people interested in RC, and save time and money with the process of learning to fly RC. His focus group consisted of all ages, and as he made clear at the time, it was working well.

Think about the capacity and functionality of computers then versus now. I remember the early versions of RealFlight, and as well as they performed then, the latest version is spectacular. In the early days of RealFlight, many hobby shops kept one running so patrons of a particular shop could stop by and try it out. Not too many different airplanes to choose from in the menu back then, but it was fairly realistic. Other manufactures have come into the marketplace over the years with their versions of RC flight simulators, and some are really terrific.

I am now on my third or fourth version of RealFlight combined with the upgrade/service packs there is an almost unlimited number of different aircraft and airframe types to choose from. Just about everything that is flying RC is in the menu: trainers, electrics, giant scale, multiengine, sailplanes, jets, helicopters—you name it, and it's available.

There are also many different flying sites to choose from. The operator/pilot can also change the weather at each flying site. If you don't like the wind, you can change the direction or eliminate it all together. If the sun is in the wrong place you can change that. You can even fly at night if you wish. There are also many variables on each aircraft that can be changed if you prefer a different setup.

As technology has improved so has the realism of each flight. Engine noise related to power settings, flaps and landing, retractable gear, canopies, and smoke are all part of the program. If you are offered an RC flight simulator with an option to buy an interlink controller (transmitter) I strongly suggest that you take this route. You will be glad you did.

For beginner, novice, or experienced pilots, there are added benefits. If you are trying to learn or perfect a maneuver such as a slow or four-point roll, an RC flight simulator is the place to do it. And, an RC flight simulator crash won't cost you a dime! If you are having trouble with your confidence during a specific maneuver, the "sim" is the place to practice.

Sometimes we never learn some of the basic maneuvers needed to do such things as land properly. These may include doing a figure eight in both directions in front of you, or a left- and right-hand circle in front of you. Possibly something as common as a right- or left-hand traffic pattern approach is giving you a problem. The sim is the place to improve your skills, regardless of your level.

A couple of additional things one can work on using the sim are learning to fly with your fingers instead of your thumbs, and using slightly longer stick settings. Both of these will greatly improve feel with each and every flight as you get comfortable with them and your confidence increases.

The use of an RC flight simulator won't guarantee anything, but my guess is that your confidence and skill level will increase. It's certainly great training and a lot of fun anytime.