



HI-SKY R/C FLYER

February 2012
President: Chris Rutter
Vice President: Henry Smith
AMA Charter Club #851

Volume 41 Issue 2
Treasurer: Ed Anderson
Secretary: Matt Allen
www.hiskyrc.com

Meeting Notice: The February meeting will be at Michaels on the corner of Wadley and "A" street February 7, 2012. The meeting will start at 7:00 PM.

Dues are due: If you haven't paid your 2012 dues please pay them at the February meeting. You may also send a copy of your **AMA** card with a check for \$20.00 to:

High Sky R/C Club
PO Box 81012
Midland, TX 79708

HI SKY R/C Club Minutes January 2012

President Chris Rutter called the meeting to order at 7:09 PM.

We had 20 members sign up and we had 2 Guests.

In those members we had some new members Todd Mahan, William Parkins, David Harrall and Bill Coombes.

Treasury reports says we have money in the checking and savings accounts.

Field report was everything good till maybe April.

continued on page 2

INSIDE THIS ISSUE

- 1** Minutes
- 1** Robbins Nest or Coombes article
- 2** Picked Up Passing By
- 2**
- 3**
- 4**

FOR SALE

Pilot Sbach 50 cc airplane – needs engine, rudder servo, receiver and battery. It is in excellent condition. \$350.00 If interested call Jonny Rotan at 553-1589.

Soldering Clinic

By Vincent P. Lipton

Anoka Country Radio Control Club, Inc., Coon Rapids, Minnesota

The following guidelines will help you achieve good, reliable solder joints, and will hopefully encourage you to be more adventurous with your model's on-board control systems.

Rule One: Use a small soldering iron for small jobs (small wires and connectors) and a large iron for large jobs (landing gear wire, tinfoil, music wire, etc.). In a pinch, you can wrap a piece of thick copper wire tightly around the tip of your "blunderbuss," extending the copper wire tip about ½ inch beyond the tip of the oversize soldering iron or gun, thereby creating a small iron. Be sure to run the solder around the contact region between the big tip and the coil of wire, to make a good thermal contact.

Rule Two: A good solder joint is usually made from the standard 60/40 blend of lead and tin. If this alloy is allowed to oxidize by being overheated, or heated for too long, the binding properties of the solder degrade seriously. Don't use solder that has been sitting molten on the iron tip for more than five seconds. Wipe it all off. Discarded solder blobs are useless; don't save them. Always use fresh solder.

Rule Three: Keep a piece of dampened (not soaked) sponge nearby to clean oxidized solder off the iron tip. This must be a natural sponge, not one made from foam or plastic (which melts). You'll find the green Scotch-Brite kitchen pads ideal. Clean off your soldering iron tip on this just before you make any solder joint. The tip of your iron should look bright and shiny just before you apply it. Oxidized solder looks dull and grainy. Get rid of it! I find that I discard 70% of my solder by cleaning it off and replenishing it with fresh, but its well worth it.

Rule Four: Always use resin-cored solder. You should never need liquid or paste acid-flux if you

continued on page 3

Safety AJ says we have been safe, make sure you have a good hold on the airplane when helping someone run up.

New business: Jim Ruple Request old equipment for a new class he will be teaching to young people at the local college for a UAV curriculum

Dennis Robbins and Bill Cumbes are working with the CAF on their new Memorandum which aims to promote aviation in our communities on a national level there was a motion made to participate and it passed. This will include demo's in this year's airshow, a chance to fly multiple times in the big hanger and maybe even on the tarmac for the museum, and also might include involvement in the Cadet program that occurs in the summer time, in the fall we will be having a three day indoor event in the big hanger dates are tentatively November 2,3,4

Activities for the new year:

March 10 we will attempt a park fly at CJ Kelly Park to stimulate public interest the aircraft must fall under 2lbs and not be capable of exceeding 70mph. also there is a 3 cell limit on batteries

April 21 Club fun fly at the field

June 16-17 Fajita fun fly

July has been left open at this time

August 18-19 Calling of the Hogs

November 2,3,and 4 Indoor at the CAF

Activities were accepted by members present

Raffle:

Servo Tester : Matthew Allen

Electric Motor: David Blanco

Accelerator: Daniel Blanco (son)

Prop: David Blanco

Extendable knife: Chris Rutter

From the Camarillo Flying Circus, Camarillo, California Glow Plug Problems

Today's glow plugs are well made products and they should give you good service. Although the life of a glow plug is unpredictable, you should reasonably expect a dozen or more flights out of one. It's always best to follow the manufacturer's specific glow plug recommendations, but if you have an engine that seems to eat glow plugs, the probability is that it is suffering from one of the following three causes:

Overheating: A glow plug coil will melt if it gets too

hot. Reasons why this happens vary. Sometimes the combination of running an engine wide open with a lean setting before you take the glow plug heater off is too much for the element. Quite often people use a power panel which has a built-in surge feature, which sometimes results in a momentary over-voltage to the plug when the power is first switched on. When a glow plug fails because of overheating, the end of the element wire has a tear drop shape at the break. Sometimes a microscope is needed to see this affect.

Vibration: If the engine is soft mounted the element is shaken from side to side with tremendous force. This literally fatigues the metal until it breaks. When you look at the end of the element wire break through a microscope it has a jagged, rough type appearance. The only solution is to increase the rigidity of your engine mount.

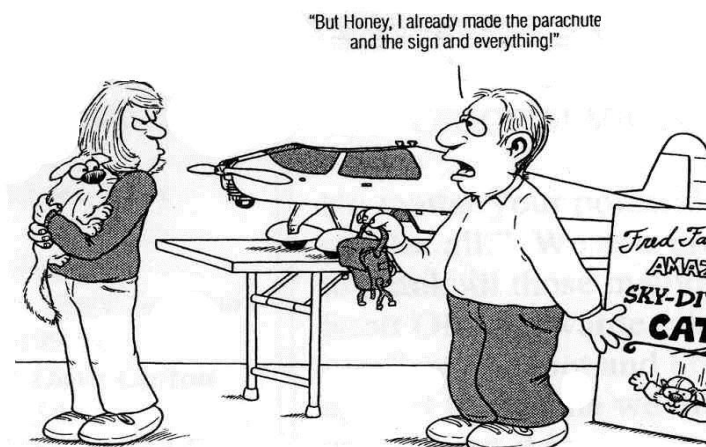
Shockwave: Most model engines use a steel or brass liner mounted on top of a cast aluminum case. As the engine gets older, the liner flange works its way down into the case and lowers the head with it. When the piston clearance gets too low the increase in compression forces air out of the squish band area with supersonic velocity and the action on the glow plug elements is like when a jet plane zooms over your house and knocks out the windows. The cure here is to raise the head with another head gasket.

Less often reasons why glow plugs sometime fail are:

Cranking the engine when it's flooded sprays raw fuel onto the plug and the droplets beat the element over to the side of the housing where is shorts out.

Another problem that occasionally occurs is that engines sometimes wear abnormally, causing a crankshaft to crack, bearings to fail, or a connecting rod to chew metal off the crank pin. Of course, when this metal goes up and deposits on the plug element, the plug burns out.

From the 1995 Warped Wings Calendar by Bill Zimmerman



CALENDAR OF EVENTS

SPECIAL EVENT

PLACE ODESSA CLUB SWAP MEET

TIME FEBRUARY 25, 2012

Start at 9:00 AM - ? Field open for flying.

How's Your Nicads?

By Ted Brindle

From the Suffolk Aero Modelers, Long Island, New York

The Nicad batteries that we use in our transmitters and aircraft wear out with time. If you have a battery pack that is more than three years old, you should be keeping a close check on it by cycling every month. If it is five years or older, you should replace it and be sure to properly dispose of the old cells. So, how do we tell the age of our batteries?

Most Futaba battery packs and individual Sanyo battery cells (which most OEM radio manufacturers use) have a two-letter date code stamped somewhere on the pack or cell. The first letter of the code is the year of manufacture and the second letter is the month of manufacture. 1996=A, 1997=B, 1998=C, etc. January=A, February=B, March=C, etc.

If you have a battery or pack with a date code of IB, it was manufactured in February of 2004. Probably still okay but keep a close check on it. The pack in my 8UAF transmitter was ZF, or June of 1995 so I replaced it. I found one pack with a date code of WC which translates to 1992; replaced that one without question.

Picked Up Passing By

A couple of notes for everyone.

If you have any R/C equipment/gear that you would like to sell send me an email. Hksmith35@prodigy.net

If you would like to be on the "mailing" list send me or have someone send me an email with your email address. I will send you the last newsletter as a check on my having your email address correct.

For the January 2012 issue, I sent out the "Word" version and not the PDF version. I hope there was no problems for anyone. I will try to do better from now on.

If you would like to contribute an article to be in the newsletter please send it as a word document to me.

prepare your work correctly. The resin core melts when you apply solder to the job and acts as a cleaning and flow agent so the solder will bind properly.

Rule Five: Use only enough solder to bind the two objects together. Extra solder does nothing to increase strength, but only adds weight.

Rule Six: Always tin both parts before joining together. Tinning means heating the areas to be joined, applying solder to the junction of the hot tip and the part, and ensuring that the part is evenly coated with a good, shiny film of solder.

Joining Electrical Wires

1. Strip off 3/32- to 1/8-inch of insulation.
2. Tin the wire so it looks uniform and shiny.
3. If the solder "drags" and looks dull and grainy, apply the iron again, apply more solder, and clean off the excess.
4. Slide a piece of heat shrink tubing approximately double the wire diameter and about 3/8-inch long over one of the wires.
5. Lay the two tinned ends side by side.
6. Heat briefly with the iron so they flow together.
7. Slide the heat shrink tubing over the joint and heat with your heat gun or the barrel of your soldering iron. Once it cools, pull on the wires to make sure the joint holds.

Joining Steel Wire

1. Prepare the joining surfaces by thoroughly sanding them with sandpaper. This provides a good surface for the solder to stick. Treating each piece separately, heat the contact area with the iron and apply solder. Rub the tip all over the contact area, while applying fresh solder and flicking off oxidized solder, until the contact area is shiny and well tinned. While the steel wire is still hot and the surface solder is still molten, quickly wipe off the solder with a dry cloth. You'll notice a different color between the rest of the steel wire and the tinned surface indicating that solder has penetrated the wire surface and has prepared the contact area for binding.

2. Place the two tinned areas together and wrap with fine copper wire. Strands taken from multistrand heavy electrical cable is ideal, but have the strands ready for use before you start. After wrapping tightly, twist the ends of the binding wire together (so they don't unwrap). Heat the whole joint with the iron and apply fresh solder. Because you pretinned the steel wires, you'll find that solder will readily flow into the joint and adhere properly to the surfaces. Any time you see convex blobs of solder you can bet the joint has not soldered properly. Apply more heat, flick off the old solder, and apply fresh.

FOR SALE \$85



EPP Velox prototype

- 1-T2730-1500 motor (blue wonder)
- 1-Turnigy Plush 10A speed control
- 3-Futaba 3114 servos

FOR SALE

\$65



Iwata Eclipse HP-BCS airbrush (used one time)
Includes airbrush, hose, paint, cleaning supplies, misc.

FOR SALE \$85 – New Design!



Fancy Foam Fenix v2 (ready to fly, less receiver)

1-Turnigy Park 250 motor

1-Turnigy Plush 10A speed control

3-Futaba 3114 servos

FOR SALE – *foamy kits*



Fancy Foam Osiris (milled)

(Printed kit as seen) \$55



Fancy Foam Fenix

(white kit only) \$40

TINY FLY-IN

March 2th - 4th 2012

San Angelo Coliseum

San Angelo, Texas

Angelo RC Inc. is proud to present the sixth annual Texas Indoor New Years Fly-In. With one of the biggest venues offered for an indoor event in the Southwest, and our famous Texas hospitality, this again will be a lot of fun for pilots of all levels. There will be on premises concessions, and plenty of entertainment for visitors of all ages.

The public is invited to attend this FREE event. The hours are 9 AM till 10 PM on Saturday and 9 AM till 6 PM on Sunday.

Our Contest will start Friday and/or Saturday night at 6 PM. The Freestyle contest is a can't miss part of the event, and will feature aerobatic routines set to popular music soundtracks.

There will be vendors there selling RC items, and plenty of pilots to answer any questions

For more information, call Mark Greer, CD (325) 450-0635
e-mail aeronot@gmail.com