



HI-SKY R/C FLYER

January 2010

President: Chris Rutter

Vice President: Gilbert Hernandez

AMA Charter Club #851

Volume 39 Issue 1

Treasurer: Ed Anderson

Secretary: Ralph Gillette

www.hiskyrc.com

Meeting Notice:

The January 2010 meeting will be held January 5, 2010 in the Activity building of the First Baptist Church located on the corner of Garfield and Louisiana streets.

HI SKY R/C Club Minutes: December 10, 2009

Meeting was held at the Baptist Church.

Meeting called to order at 7:04 PM by President Chris Rutter. 20 members were present plus one guest.

Minutes: Minutes were approved as published in the newsletter.

Field Report: Jim Tartt reported there is nothing new at the field. The grass and weeds have quit growing because of the cold weather. Discussed adding some additional parking by bringing in some more cliché. Bruce Hoover will check on the cost and report back next meeting. Jim did mention that it is imperative that anybody using the field roll the combination on the lock when they leave.

Safety Report: AJ reports that safety has been good.

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Safety Observations

By Jim Rice AMA District VIII Vice President

I have flown in a lot of events at a lot of different fields in my 3 years on the job as the District VIII VP. I have seen things run very smoothly and very dangerously and can safely (no pun intended) say that the safest events I have been to are the ones that have a CD or Line Boss that is willing to correct unsafe flying instead of worrying about hurting someone's feeling or creating a scene.

Here is a list of troublesome things I have seen across the district:

1. Airplanes venturing behind the safe/dead line and no correction made to pilot.
2. Engines run up with the prop pointed straight toward other pilots or spectators.
3. Pilot who wanted to test fly a new airplane at an event.
4. Wing bolts left out of plug in wings.
5. Spotters not concentrating on the flying but busily talking on the phone or something else.
6. Pilot stations too close to the runway.
7. Pits too close to the runway.
8. Pilots crossing the runway without announcing their intentions.
9. Incompatible flying occurring simultaneously...3D over the runway with warbirds flying down the runway.
10. Overflight of surrounding houses, cars or people....generally a field layout problem
11. Pilots flying aircraft that they are not qualified to fly....Funny saying is that the pilot was so far behind his airplane that when he crashed he didn't know it for several minutes.
12. Aircraft not restrained while starting.
13. Aircraft taxiing past/through pilots to the runway.
14. Impound giving out transmitter with the wrong frequency clip.

On the other hand, here are some great things that I observed:

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Treasurers Report: Ed Anderson is back in town. Reported that we have money in the Money Market account, the savings account and the checking account.

Activities: Nothing on tap until next year. Will set 2010 activities in January. There was some discussion of the possibility of a Combat meet with the Odessa club. Bruce and Gilbert will check this with Odessa and Bruce will get a date set up in next year's activities, since he has volunteered to be Activities Chairman for next year.

Dennis Robbins reported that the Horseshoe still has us blocked out of our first choice of date for the electric fly-in. He will continue to work with them and get back to us next meeting when we set the activities.

Old Business: AJ Lee brought up the Sport Pylon idea again. He suggested maybe we go with any 40-size engine and any plane to get the activity started, and then go for the 40-class sport. There were numerous suggestions and ideas and we need to think them through and get something on the activities list for next year.

Chris Rutter reported that he talked with AMA about the frequency problems we are having. They promised to get back to him with the name of the person where we need to send our information. So far, no response.

New Business: Suggestion made that the club buy fuel for Dennis Pascal since he is doing most of the training at this time. Some of the people Dennis has been training said they have been supplying the fuel. Chris Rutter suggested we donate anything that can be used for training, be it fuel, airplane, radio gear or what ever.

Motion was made to give Tom Kuhn \$100 and club membership annually, for all the mowing he does. Motion passed.

Election of 2010 Officers:

President	Chris Rutter
Vice President	Gilbert Hernandez
Secretary	Ralph Gillette
Treasurer	Ed Anderson
Appointed offices:	
Jim Tartt	Field
AJ Lee	Safety
Bruce Hoover	Activities

All were voted in by acclamation.

Show and Tell: Jim Tartt brought his new ART-TECH Spitfire. 35" Wingspan, weighs in at 24 ounces. Uses 4channel 2.4 GHZ radio. Flies with an 11" 3-blad prop on a brushless C4038-15 motor. Jim says it has some quirks, but in general flies pretty good. He did have to add 2 ounces of weight to the nose for balance.

Matt Allen brought his original foamy. Hasn't flown yet, high wing design, so shouldn't be too bad, assuming the coupling is right.

Club Raffle:

	Ralph Gillette	--	E-Flight Servo
	Gilbert Hernandez	--	AXI clone
Motor			
	Matt Allen	--	GWS 7-3.5
Prop			
	Chris Rutter	--	Connectors
	Jim Ruple	--	Connectors
	Johnny Rotan	--	Connectors

Next meeting: At the Baptist Church, 7:00PM January 5, 2010.

Wishing everyone a very Merry Christmas and a Happy New Year.

Meeting adjourned at 8:10 PM.

Picked Up Passing By

Happy 2010 Everyone

By the time you are reading this we are in the New Year. I hope each person reading this has sent in their new AMA membership application. Remember to renew your club membership at the January meeting. We need to do this so Ed can get the club charter sent to the AMA on time.

Some of us may have received new kits, radios, and/or engines for Christmas. If so don't forget to make the safety checks required. A new radio may still have a problem and could cause a crash if not discovered. That new engine will require a breaking in before you tear up the sky. What ever you may have received, *be sure to read and follow the instructions.*

I want to thank Dennis Robbins for his efforts each month. Dennis has written an article for the newsletter each month since I took over the job of editor. Another person who deserves thanks is Jon Wheeler. Jon is around each month to convert my Microsoft Word into a PDF file for you to read.

A big round of thanks goes to Dennis Paschall. He has taken up a large portion of training new members. This requires a large amount of time, expense and effort.

CALENDAR OF EVENTS

We need to decide on our events at the January meeting.

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.

Tips & Tricks

From Jim's RC.com

Rubber Band Storage

Here is a good way to store your rubber bands. Just put them in a Ziploc bag and cover them with Talcum Powder or Corn Starch. This will soak up the exhaust oils and condition the rubber and help them last longer!

Cheaper Small-Parts Storage

Here is a suggestion for easy storage of small screws and bits. All you need is an ice cube tray. The advantage of this idea is that ice cube trays can be bought at low prices unlike professional parts organizers.

Efficient, Glow-plug Igniter Cleaner

Oil residue can prevent glow igniters from working properly. If you carry yours in your pocket, even the lint in there can cause your igniter to malfunction. A good way to clean igniters is with alcohol and an old electric toothbrush. A clean tip on the igniter will allow more current to reach the glow-plug element for more reliable starting.

Clear Canopy Polish

Here is a good canopy polish tip, use toothpaste on the canopy. Smear a liberal amount of toothpaste on the canopy and use toilet tissue to buff the canopy to a glossy finish that will not scratch at all. Then use alcohol cleaner to remove any residue left by the toothpaste. It works very well!

1. CD/Line Boss giving a thorough briefing before flying starts.
2. Spotters constantly updating their pilots.
3. Warnings to pilots who violate safe fly areas with subsequent grounding if repeated.
4. Thorough preflight inspection by pilots/event officials.
5. Great Safety Articles in club newsletters.
6. Designated start up areas during events.
7. Line Bosses announcing all take off, landing and low passes...acting like Air Traffic Controllers.
8. Alarm at the flight line to alert everyone on the field when an aircraft is in trouble...Air Horn.
9. Special Demonstration flights of 3D, combat, heli when no other aircraft are up.
10. Bottled water provided to pilots without charge.
11. Some nice pilot stations that really protect pilots and spotters.
12. Aircraft restraints provided for pilots at the flight line.
13. Really good briefing and instruction during TAG and other training.

Many of these things were at general flying and not at events. If we get into the habit of doing the right things whether at an event or not, we will make flying a lot safer for everyone and might extend the life of our aircraft at the same time.

Fly Safely, See you on the flight line!

Tips & Tricks

Got fuel-soaked balsa?

Fuel leak from the fuel tank all over the tank compartment? If so I have the solution! First, remove the fuel tank if able. Next, try to dry as much as possible. When finished, get some regular corn starch and dump it in the compartment and leave for 24-48 hours. After that, dump out the excess (if able) or use the vacuum cleaner. You will probably have corn starch stuck on the balsa where the fuel was. Just push the tank in and take it back out and use the vacuum to get the rest out. If it is still damp reapply the corn starch for another 24 hours. Repeat as you feel necessary. Yes, there are other methods to use but I have found this one to be best.

Reinstalling the fuel tank with motor installed

Have you ever tried to run those pesky fuel lines through the tiny hole in the firewall while the motor is installed and you got a headache? Well here is your aspirin! If you have any old pushrods or old bent landing gear lying around, straighten them as best you can and route them through the front of the firewall to the radio compartment. Then hook your fuel lines onto the wire and pull the wire out of the firewall. Easy huh? —all tips and tricks courtesy of Jim's RC.com

From the Robbins Nest:

A few weeks ago I traveled to Wichita, Kansas for an indoor fly-in, and really had a great time. The folks in Wichita were very nice, and the venue was huge. One thing that I immediately noticed is that very few of the Wichita folks were flying depron type airplanes. Everyone had planes constructed out of a thicker, flexible foam called EPP. These planes were very durable, and after someone let me fly his, I purchased a kit from 3dEPP (3depp.com), and plan to use the plane for garage hovering practice!

Bluecore foam was well represented by Mark Greer and Bill, both from the San Angelo club, who also made the trip to Wichita. The planes they were flying were kitted by our local duo of Royce and Reegan May, from Plainview, Texas (rrrcdesigns.com). Interestingly, these planes were a big hit with the locals from Wichita.

Traveling to Wichita, and seeing most of the local club members flying the same type planes, and realizing we do the same thing, led me to some interesting observations. The first is that we do indeed influence our fellow pilots to fly what we fly. Whenever you see someone having fun with a certain plane, we just gotta have one, and so the story goes. There isn't anything wrong with this, and actually can be beneficial by causing us to venture out of our comfort zone, and experiment with different type planes.

By asking questions, and copying ideas, we gain from other persons experiences. They have all the bugs worked out of a certain setup, or motor configuration, etc, and we save ourselves the trouble of having to figure it out on our own. When we share our ideas and setups with others, then everyone benefits from the swapping of ideas.

It also develops camaraderie between us, by allowing us an opportunity to help others. When I became interested in purchasing an EPP type plane, I had a lot of questions. These guys were more than eager to share their wealth of knowledge about construction techniques, etc. I also found myself answering a lot of questions about my depron freestyle and pattern planes. Isn't this what it's all about, helping others? Let's all enter the New Year with the idea of helping others in our hearts and minds. We can only benefit from such attitudes if we put into action such basic principles.

Best Wishes and a happy 2010!

Remember, keep it low and slow, Dennis Robbins

INDOOR ELECTRIC EVENTS for 2010

TINY-San Angelo, Texas, March 5-7th

SPEF – Plainview, Texas, April, 23 – 25th

FOR SALE
Yak 55m \$75
Does not include motor or speed control
Excellent condition



Ready to fly (less motor & speed control)
Custom airbrush paint (priceless)
2-dymond D4.7 servos (\$40 value)
1-Futaba S3114 servo (\$15 value)
All connectors, wheels, carbon fiber, etc included (\$25 value)

Optional- with motor and speed control \$100

FOR SALE
CLIK! F3P PATTERN AIRPLANE- \$125
Ready to fly-everything included (except receiver)



Includes:

- Clik! Kit (\$75 value)**
- 3-dymond D4.7 servos (\$60 value)**
- Turnigy 2211-1700 motor (\$9 value)**
- Turnigy –Plush 10A speed control (\$13 value)**
- All connectors, hardware, wheels, and Carbon Fiber \$25 value)**

Ready to fly (except receiver)

If interested in the airplanes I have for sale, call me before the meeting, and I'll bring them to the meeting for closer examination. 687-5663