



# HI-SKY R/C FLYER

July 2008

Volume 37 Issue 7

President: Bruce Hoover  
Vice President: Dennis Paschall  
AMA Charter Club #851

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

### Meeting:

The July 2008 meeting will be held at the flying field July 1, 2008. The meeting will begin at 7:00 PM. Come early and fly or come early and watch. We are in our summer meeting schedule.

Taxes grow without rain. Old proverb

### HI SKY R/C Club Minutes: June 3, 2008

Meeting was held at the club field.

Ed Anderson brought the meeting to order at 7:10 PM. There were 9 members present and one visitor.

The minutes were approved as presented in the June News letter.

**Treasurers Report:** We have money in the checking account, in the savings account and the CD is working.

**Field Report:** Need to mow, particularly the edges to knock down some of the mesquite. Dennis will contact Tom.

**Safety Report:** A.J. Lee says to watch out for the prairie dog holes. Two problems, stepping in them and the possibility of snakes hiding in them. The prairie dogs are good food for the snakes. Porta potty needs cleaning. Ruple will call.

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### Vince Barnhart

Vince Barnhart passed away recently. A lot of our club members knew him. He had a hobby shop with his business many years ago. As I have heard from members of our club, he helped many of them get started in model airplanes.

### Picked Up Passing By

I hope you read Chuck Waller's article concerning safety in this newsletter. It contains comments that are appropriate for all modelers and that includes gas, glow, and electric powered planes. I feel strongly about flying safely. Unsafe acts anywhere endanger people who are observing the rules or laws. Unsafe acts endanger visitors to our flying field. They also could put our flying field in jeopardy.

Our weather has been strange for the month of June. We have had several days with the temperature over 100 degrees. And the wind has blown with gusts to 35 mph or higher. There have been some brave souls getting out and enjoying the sun and wind flying models. However, I have been staying inside more than I like trying to stay healthy. I hope the rest of the summer is better for flying models.

You may get tired of reading this but I think it is a timely topic. Again, be on the lookout for snakes. They may be inside a prairie dog hole or outside sunning. The little rodents make a nice meal for the snakes and their burrow may then have a new tenant. When I lived in Roswell, New Mexico, Burrowing Owls would take over a prairie dog hole after they displaced the prairie dog. I prefer the Burrowing Owls to be nearby. They are interesting little birds.

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Computers in the future may weigh no more than 1.5 tons. Popular Mechanics – 1949

I think there is a world market for maybe five computers. Thomas Watson, chairman of IBM, 1943

640 K ought to be enough for anybody.  
Bill Gates, 1981

**Activities:**

Electric Fly at CAF – Date set for July 12, 2008. This is on hold until we can confirm we have the facility. Will know by the next meeting.

Electric Fly at the Horseshoe – Everything is go. Date set for November 1, 2008. Bruce is holding the check until our insurance and sanction paperwork come in from AMA, which hasn't come in yet.

Calling All Hogs – September 13 & 24, 2008. More later.

Combat Day – July 4<sup>th</sup>. Everybody get ready.

**New Business:** Jim Ruple suggested we restart the Delta Dart Program to earn some money for the club. Glen Tabor will check with Tammy Obanion at the CAF to see if she is agreeable.

CAF is holding the Junior Aviation Academy at the big hanger. This is new, replacing the old Boot Camp. Needs help. A general announcement will be sent via email to club members.

**Old Business:** IMAC was poorly attended. The club did get \$41 from the gate.

**Show and Tell:** Jim Ruple brought his Mini Girl. Only \$39 and weighs in at 14oz, all up. Says it flies great, like it is on rails. Very fast.

**Raffle:** No raffle

Meeting adjourned at 7:45 PM.

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**The Know-It-All Modeler**

From the Windom Eagles Model Airplane Club, Windom, Minnesota

A very knowledgeable modeler with a know-it-all arrogant attitude challenged club members that he could answer any model related questions. For a small \$5 bet, he would go around and ask each member to ask one question. If he answered wrong, he would lose the bet. True to his words, he could answer all questions until finally no modelers would take up the challenge.

Always on the lookout for a new victim, one day the arrogant modeler came across a new novice member. "I challenge you that we will take a turn to ask model-related questions," said the modeler. "But because you are a novice, if I can't answer your question, I'll pay

you \$100 dollars. But if you can't answer my question, you'll pay me \$5."

The novice just wanted to get on with his flying and refused the bet. However, after repetitive, annoying words from the arrogant modeler, the novice just wanted him off his back so he accepted the bet.

The novice asked his question first: "What airplane has five wings, three tails, and one aileron, fitted with only an O.S. 28 and can go up to 250 km/h?"

After a long thought, the arrogant modeler concluded for the first time, he did not know the answer and paid the novice \$100. "So what's the airplane called?" asked the arrogant modeler. "I don't know," said the novice. He handed over the \$5 and pocketed the remaining \$95 for himself. Then he got on with his flying!

Tips & Tricks

Any Old Bikes Lying Around?

A good thing to use for pushrods are bicycle spokes. You can find old used wheels for next to nothing and take out the spokes. They are threaded and come in different sizes.

Instant Gap Filler

To fill small gaps, instead of filling with the usual putties and waiting for them to dry, place some medium CA in the gap. Then place a small amount of baking soda on and watch it set before your eyes. It is the strongest fill I have come across and is instant. —both from the Beachmasters RC Club, Ocean Park, Washington

Sandbag Weights

Fill plastic Ziploc bags of various sizes approximately ¾ full of fine sand and seal each well. Use these to hold down large parts of your airplane, such as wings, while building. The sand conforms to the shape of the parts. The bags also work well when gluing sheeting. —from the Orbiting Eagles, Omaha, Nebraska

Cutting Corners

For a better fitting joint when using triangle stock, sand a little off the 90° corner to provide clearance for any glue fillet that may exist.

Weight Lifter

An excellent way to add ballast to the front of your model is to straighten the tab of your old tire weights, then bolt them to the underside of your engine mount. This puts the weight well forward where it's needed and where it can be clipped away with shears to adjust the balance point of the model. Do not bolt ballast to the cowls. More often than not, the little cowl mounting screws will be torn out by the vibration. Your friendly tire man will probably give you some old weights. —both from the Schoolcraft SkyHawks R/C Airplane Club, Schoolcraft, Michigan

## CALENDAR OF EVENTS

JULY 4<sup>TH</sup> PICNIC/COMBAT DEMO

MIDLAND CLUB FIELD

JULY 4, 2008

Get together Fun flying and Picnic.

CAF FLY IN

CAF HANGER

JULY 12, 2008

Electric flying with the old warbirds.

CALLIN' OF THE HOGS

MIDLAND CLUB FIELD

SEPTEMBER 13 & 14, 2008

This is a fun fly event for those 51 year old birds.

HORSESHOE FLY IN

HORSESHOE ARENA-MIDLAND

NOVEMBER 1, 2008

Indoor event for electric models.

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From the Longmont Aircraft Modelers Association, Longmont CO

### **Murphy's Laws Revisited**

*by Al Coelho*

Murphy had some laws; here are some of Al's.

1. Law of mechanical repair: after your hands become coated with grease your nose will begin to itch or you'll have to go to the bathroom.
2. Law of tools: any tool, when dropped, will roll to the least accessible corner.
3. Law of probability: the probability of being watched is directly proportional to the stupidity of your act.
4. Law of the telephone: when you dial a wrong number, you never get a busy signal.
5. Law of the alibi: if you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.
6. Law of lanes: if you change lanes in traffic, the one you were in will start to move faster than the one you are in now.
7. Law of likeability: as soon as you find a product that you really like, they will stop making it.
8. Law of close encounters: the probability of meeting someone you know increases when you are with someone you don't want to be seen with.
9. Law of the result: when you try to prove to someone that something won't work, it will.
10. Law of biomechanics: the severity of the itch is inversely proportional to the reach.
11. Law of carpets: the chances of an open-faced jam sandwich landing face down on a floor covering is directly correlated to the newness, color, and cost of the carpet.
12. Law of logical argument: anything is possible if you don't know what you are talking about.

### How Fast is My Airplane?

From the Tri-Lakes RC Flying Club, Kimberling City, MO

Don Johnson, editor

A good radar gun or some type of speed trap is the most accurate way to determine your airplane's speed. To get a fairly good idea of how fast your airplane flies—without any high-tech equipment—is quite easy. All you need to know is the rpm and pitch (in inches) of the propeller. The propeller pitch is the distance the propeller will advance in one revolution. (Technical Editor's note: The pitch is actually slightly less than that, but close enough to use for this purpose.)

To find the speed, follow this simple equation:

$$\text{Rpm} \times \text{pitch} \times .000947 = \text{speed.}$$

The .000947 converts the pitch inches and the revolutions per minute into miles per hour. For example, if your motor has a propeller with a 6-inch pitch that turns at 12,000 rpm, the airplane will probably have a top speed of roughly 68 mph. ( $12,000 \times 6 \times .000947 = 68 \text{ mph.}$ ) If your model is aerodynamically clean, this figure will be close; however, if you have a draggy airplane—such as rigged biplane—you could lose 10% to 20% of your speed.

*(Hi-Sky R/C Flyer editor's comment: If you multiply the Rpm in thousands by the pitch you will be within 5% of the above answer.  $12 \times 6 = 72 \text{ mph}$ )*

### Tagging Servo Plugs

Radio manufacturers used to give you a sheet of little tags to identify your servo plugs, so you'd know where to plug them into the receiver. They don't any more.

Those were really handy - you just stuck them on the wire near the plug as you installed the servos. This is very handy after you have just changed out a receiver, or had to remove it to get to the fuel tank. Instead of guessing which plug is which, you KNOW which, because you've tagged them!

If you have a computer, or are buddies with someone who does, make up a few ordinary mailing labels with the computer's label maker. Put the text in similar to the illustration, and then you can cut off each of the tags with scissors. Apply by wrapping around the servo wires near the plugs.

You may also make tags with a label machine. Simply make the tag with the function such as rudder with a longer trailing end. Then wrap the label around the servo lead as per the above instructions.

## May safety notes

By Chuck Waller

AMA District VIII Safety Coordinator

In light of recent events at several flying sites in our district, I felt it would be prudent to re-print these safety notes from last year. I have received numerous e-mails concerning the safety code and what clubs can do to enforce these rules. The best advice I can give you is to follow your by laws and Constitution. If you see someone violating club rules or the Safety code, you must report it to the club officers and / or bring it up at the next meeting. If you are at an event, bring the incident to the attention of the CD. If you stand by and do nothing, you stand the chance of having a major injury / incident which may endanger your flying facility.

The AMA safety code – What does it mean to me?

All of us have heard about the Safety Code. Most modelers have even read it at least once. I am amazed though, at the number of pilots that have no idea what is actually in the safety code or how it affects you, as a member of the AMA and your local club.

The AMA safety code is a set of rules (not suggestions) set forth by the AMA to protect both modelers and spectators at flying sites and events all over the country. We, as AMA members, agree to abide by these rules as a condition of membership. We sign a statement to that effect when we join and every time we renew our membership. These rules did not just appear out of thin air. They were established over a period of time as the most effective way to ensure our safety while pursuing the sport we love.

Altogether, the AMA Safety Code consists of 28 rules separated into 4 general sections titled: General, Radio Control, Free Flight and Control Line. (For this discussion, I have excluded the supplemental safety codes for R/C Combat, R/C racing, Giant scale racing and Turbine operation).

Eventually, I will go through every rule and examine them one at a time. For this column, however, I would like to concentrate on 4 specific rules that seem to be ignored quite often.

2007 Official Academy of Model Aeronautics  
National Model Aircraft Safety Code  
Effective January 1, 2006

### General

#3 "I will abide by this safety code and all rules established by the flying site I use. I will not willfully fly my model aircraft in a reckless and / or dangerous manner".

As the district VIII safety coordinator, I visit many flying sites across the district. I see this rule violated more often than any other. I often see pilots flying behind the pit area, starting engines in areas that are designated for spectator use, taxiing through the pit areas etc. These actions are not only in violation of parts of the safety code, but usually are in violation of local club rules and general common sense.

#4 "I will not fly my model aircraft in sanctioned events, air shows or model demonstrations until it has been proven airworthy".

How many times have you been to an event and seen a pilot bring out a beautiful airplane. It could be a Pylon racer, a new Combat plane, a scale fighter, a big bird or any thing else. As he is setting it up, several pilots ask how it flies. "I don't know" says the pilot "I just finished it last night". Without knowing the pilot, are you comfortable when this guy brings a new and untested plane to the line for the first time and takes off? You should not be! We all know that a significant number of new aircraft will have serious problems on the first several flights. That is why we have this rule. It is there to protect not only the pilots at an event, but also the spectators that have no idea there is any danger.

ALL aircraft must be test flown prior to entering them in ANY sanctioned event, air show or demonstration. This does not mean you can bring the plane to an event and test fly it there! Do your test flights at your home field where there are few, if any, spectators and other pilots that may be injured if there is a serious problem.

### Radio Control

#1. "All model flying shall be conducted in a manner to avoid over flight of unprotected people".

As I stated earlier, I go to events almost every weekend. Whether it is a Big Bird event, a Pylon race, a Club race, a Combat event, a Fun fly, a Scale event, a Jet rally or just a weekend at the local field, Invariably, I see at least 1 aircraft fly way over the pits and spectators. Quite often a cross wind on take off causes the pilot to veer over the pits. Some times it is disorientation of the pilot that causes the airplane to stray off course. What ever the cause, you must be on your toes at all times when you have an aircraft in the air and take extreme care to prevent it from straying over the pit area or any where near spectators.

This brings me to the worst violation I can think of:

General

#9 – "I will not operate my model aircraft while under the influence of alcohol, or within 8 hours of having consumed alcohol".

This happens to be one of my "pet peeves" and I know for a fact it is a major concern of Jim Rice. It is also, at least to my knowledge, the number one complaint we receive about chartered clubs: Members drinking and flying.

How many times have you seen this at your local club? A lazy Saturday afternoon; the sun is shining and every thing is going well. You and your buddies break out the cooler and crack open a cold beer. 1 leads to another and another and then it's your turn to fly. Without thinking, you fire up your 50cc gas burner and take to the skies. The maneuvers are not as sharp today as they normally are – must be the thin air and heat! Then, during a touch and go, the plane bounces and turns into the pit area where it hits another plane parked on the ready line. Both planes are damaged. You and your buddies are laughing uncontrollably, but it could have been a real disaster. What if there had been a pilot sitting beside the airplane that was hit? Even worse, what if there were spectators with children touring the facility and looking at the plane you hit. What if that 22" knife blade on the front of your gas powered monster hit a child!?!? What would you say to the parents? "Sorry, I guess I should not have been flying in my condition".

What do you think would happen if an airplane, obviously flying in violation of written safety rules, hit a spectator and caused significant damage? It would not only be a black eye for the individual club, it would be a significant setback for all of model aviation. There are people in Congress and in many Government agencies that would like nothing better than to see model aircraft disappear as a sport in this country.

There is already much talk of regulation due to the possibility of a terrorist using a model aircraft to deliver explosives to a sensitive site in the U.S. All it might take is one significant injury caused by a model aircraft (especially if that aircraft was being operated in an unsafe manner and in violation of the Safety Code) to give fuel to these people and the media, and we might very well see our sport / hobby regulated out of existence. In today's litigious society, any lawyer worth his salt could win such a case with his eyes closed.

Last weekend you spent at the flying field with your buddies having a good time flying and relaxing. If we have an incident like I described above, will you be able to say the same thing next weekend? Think about it the next time you decide to "over look" a safety rule, or the next time you see a pilot flying in an obviously unsafe manner!

What will you do to protect our sport? Till next time – Fly Safe and have Fun!

MIDLAND, TEXAS 7TH Annual-2008

# Commemorative Air Force & Hi-Sky R/C CLUB

## INDOOR ELECTRIC FLY-IN & SWAP MEET

Saturday, July 12th

9:00 AM - 5:00 PM

**\$7 ADMISSION** for pilots

Limited to 16 oz/3 cells on all models  
No carbon blades on helicopters

*AMA card required to fly*

Midland International Airport  
At large hangar South of CAF Museum

See ad in Model Aviation for more  
details

