



HI-SKY R/C FLYER

January 2010

President: Chris Rutter

Vice President: Gilbert Hernandez

AMA Charter Club #851

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Treasurer: Ed Anderson

Secretary: Ralph Gillette

www.hiskyrc.com

Meeting Notice:

The March meeting will be held March 2, 2010 at 7:00 PM in the Activity building of the First Baptist Church located on the corner of Garfield and Louisiana streets.

HI SKY R/C Club Minutes: February 2, 2010

Meeting was held at the First Baptist Church.

Meeting called to order at 7:03 PM by President Chris Rutter. 17 members and 4 guests were present. Two of the guests became members tonight.

Minutes: Minutes were approved as published in the newsletter.

Field Report: Field looks pretty good. Still have the gravel problem. The suggestion was made to do the clean up in early April, before the fun-fly.

Safety Report: Everything has been safe. Some comment about planes flying too close to the pits, so everybody should watch where they fly. Need to watch when starting engines, there have been some prop strikes, which hurt and can be very bad. One major comment, please pick up all your trash, not only things

continued on page 2

INSIDE THIS ISSUE

- 1 Minutes
- 1 RC Flying Concepts For the Beginner
- 2 From The Robbins Nest
- 3 Strokes: What to Look For
- 4 Tips
- 5 Learning to 3-D and 3-D Well

RC FLYING CONCEPTS FOR THE BEGINNER

By Dave Drake

Albuquerque Radio Control Club

Airplanes don't drive like a car on the ground. When you add power to take off, they torque to the left. Steer the plane with your rudder. Don't yank the plane off of the ground. You will nose up sharply, stall, and return to the hard ground immediately. Conversely, don't get so proud of your take-off that you let go of the elevator. You will also crash that way, too. Fly the plane as needed for a good climb out.

Airplanes don't drive like a car in the air either. If you hold the ailerons over in a turn, you will fall into a "death spiral". Use only enough aileron to get the bank angle you want, relax MOST of the aileron control, and CLIMB through the turn with elevator.

When you complete a turn, use opposite aileron to level the wings and release the climbing elevator a split second BEFORE you level out.

When the plane is coming toward you, the ailerons seem to be reversed. They aren't. It's your brain that is reversed. When the plane is coming toward you move the stick toward the DOWN wing to level.

Throttle is your altitude control, elevator is your speed control.

A properly trimmed plane flies better than you do; if it is bouncing around at altitude, you can usually improve matters by letting go of the controls.

Learn to lead the plane in flight, not follow behind it (proactive rather than reactive).

For landings, hold enough up elevator to keep the plane horizontal or slightly positive. This is your brake. Too much "up" is a stall, too little is a dive. Do not try to make a good landing out of a poor approach. Leave that to the experienced pilots. If your approach is not good, power up and go around.

There is plenty of pavement on the far side of the runway. Use it while you are learning to land. Steer for direction with your rudder, level your wings with ailerons. For a good approach, fly through a floating "window frame" that is about 100' x 100', and is located about 50' away from the end of the runway and its base

continued on page 3

From the Robbins Nest:

TINY indoor electric fly-in: March 5-7, 2010: Just wanted to remind everyone about the indoor electric fly-in in San Angelo this coming weekend. The TINY is always a great venue, and includes numerous contests. There will be an F3P pattern contest, Freestyle, and pylon races. They always have a full contact "All-up, last down" event, and usually something thrown in as a surprise. These have included balloon busts, etc, and are great entertainment for the spectators, as well as participating pilots.

5th annual SPEF Indoor electric fly-in: April 23-25, 2010: This the South Plains Electric Flyers event held every year in Plainview, Texas. This also is a great event, and always promises plenty of indoor flight time. They will have several contests for the pilots. I hope you can attend these two fly-ins. I know I will!

Planes for sale: call Dennis Robbins for details 687-5663

Yak 55m, ready to fly, (no receiver) \$115



Click! F3P Pattern Plane, ready to fly, (no receiver) \$115



Jazz Freestyle, ready to fly, (no receiver) \$115



continued from page 1

like combat tape on the field, but general trash around the shed. Need to keep it clean.

Treasurers Report: We have money in the checking, savings and CD accounts. Ed checked last years over all performance and found that we had a total loss of \$375 for the year, which is pretty good in light of all the activities like working on the paving.

Activities: First cut at the timing for activities for 2010:

IMAC – We will join Odessa club again this year. Meet planned for May 29/30.

Calling of the Hogs – Planned for third weekend in August 21st and 22nd.

Fajita Fun Fly – Planned for second weekend in June 12th & 13th.

Fun Flies – It was discussed and agreed that we need at least two fun flies this year. Dates picked were April 24th and July 3rd. May have a pylon race in July.

Electric Fly in – Dennis reports that we still do not have a firm date for the Horseshoe. He will keep working the problem.

Old Business: Further discussion of purchasing fuel. Matt Allen moved and Ed Anderson seconded that we set up to take an order, with the money and when it arrives, everybody take their fuel home. This motion approved, Need to get a volunteer to work the details.

Mike Chase reported that we are banking \$30.00 to \$40.00 each month from coke and candy sales.

New Business: None

Show and Tell:

Chris Rutter brought his Texan. It is almost ready to fly. It is a House of Balsa model, flying on an electric 480 motor with a three cell 2150 mah battery. He had to add 6 ounces of weight for balance that brought the total weight up to 2 pounds 7 ounces. Dennis Robbins gave us a very interesting demonstration of air brushing foamy planes. Looks easy when somebody does it that has some experience.

Club Raffle: None

Next meeting: At the Baptist Church, 7:00PM March 2nd.
Meeting adjourned at 8:30PM.

Strokes: What to Look For

Thanks to David Mills
Thermal Thumbers of Metro Atlanta for providing this information

Although unable to find and credit the original source, the following knowledge of first aid is always helpful. The simple steps outlined might save a life or lessen later complications. None of us is getting any younger. Spread this around as you see fit.

Stroke Identification:

A neurologist says that if he can get to a stroke victim within three hours he can totally reverse the effects of a stroke. He said the trick was getting a stroke recognized, diagnosed, and then getting the patient medically cared for within three hours, which is tough.

Recognizing a Stroke:

Remember the “three” steps, S.T.R. Read and learn! Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms of a stroke.

Now, doctors say a bystander can recognize a stroke by asking three simple questions:

S: Ask the individual to smile.

T: Ask the person to talk and speak a simple sentence coherently. (i.e. It is sunny out today.)

R: Ask him or her to raise both arms.

If he or she has trouble with any one of these tasks, call 911 immediately and describe the symptoms to the dispatcher.

New Sign of a Stroke

Another sign of a stroke is this: Ask the person to stick out his tongue. If the tongue is crooked—goes to one side or the other—that is also an indication of a stroke.

“It’s not enough we do our best; sometimes we have to do what’s required.” Sir Winston Churchill

“Bad habits are like a comfortable bed, easy to get into, but hard to get out of.” Anonymous

“Get your facts first, and then you can distort them as much as you please.” Mark Twain

“You miss 100 percent of the shots you never take.”
Wayne Gretzky

CALENDAR OF EVENTS

Please refer to the Minutes section for the planned events. These are our *planned* events. There could be a change in a date.

Tips & Tricks

Keep Your Parts in Place

Ever had the prop nut, washer, and propeller fly off while airborne? Ever heard that sickening “crack!” when you touch the starter to the engine and then spend the next hour looking for the prop nut in the tall weeds? Well, try this solution: Put an o-ring on the end of the engine crank shaft after you get everything secured. It may keep the prop nut from spinning all the way off next time your engine decides to be cantankerous. By the way, I hope you have been around long enough to know that propellers, especially the wooden kind, compress after being subjected to tightening down of the prop nut. That’s why you see so many coming loose early Saturday morning at the field. What was tight for the last flight on Sunday isn’t tight a week later. Check ‘em!

—From the Beachmasters R/C Club, Ocean Park, West Virginia

Electric Screwdriver Drill Bits

I’m sure by now everyone has an electric screwdriver in his or her tool box, but did you know that you could also use these handy little devils as a drill? Sears, and I am sure other hardware stores, handle this item. What they are are different size drill bits welded to hex shanks ends. You simply slip the hex shaft into any electric screwdriver and drill away. These are great for drilling in tight places or through delicate material. They are slow enough so you won’t drill too far and powerful enough to drill through most materials.

Small Spring Clamps

Another item I found at Sears was small spring-loaded clamps. Besides clamping stuff, I use these and a couple strips of wood to center rudders and elevators. Simply place two strips of wood across the elevator and stabilizer: one on top and the other on the bottom. Clamp them in place. Center your servo arm and connect the control rod from the elevator to the servo arm. Tada! The elevator is now centered with the servo. Repeat on the elevator.

—Both from the Prop Masters R/C Club, Downers Grove, Illinois

Engine Oil Removal

Another way to clean baked-on oil from an engine is to boil the stripped parts in a pan of water with a handful of clothes washing powder. It does a great job, but smells horrible!

—From the Endless Mountains R/C Flying Club, South Montrose, Pennsylvania

is about 50’ above the ground.

Fine tune your descent and touch down with throttle, not elevator. Avoid porpoising. As you slow down on final approach, the elevator becomes less effective, requiring more elevator stick back to hold your pitch attitude. However, too much pitch = stall = crash; too little pitch = dive = crash. Find the “sweet spot” of just the right amount of positive pitch attitude for your approach.

DO NOT land on the nose wheel. That means a new prop almost every time. Land on the mains. If you bounce a landing, you must do something. Touch the power and re-flair. If you do nothing, the bounces will get worse until you take out a prop or more.

Once on the ground, REMEMBER to STEER with the RUDDER. No sharp turns until your speed has bled off sufficiently. Also remember your brain reversal with the rudder control when the plane is taxiing back to you.

Picked Up Passing By

The preceding article, RC Flying Concepts for the beginner, is aimed for the newcomer. But it is a good reminder for us “seasoned pilots”. I saw some things that mentioned things I do in landing. I will try to do better.

I also have an article about “3-D” flying. Some readers may take exception to some of the suggestions or comments. This will be the first of a series on this type of flying. I hope you like it.

I have included an article that was used about two years ago. That is covering a topic that none of us wants to have happen to us, a stroke. None of us are getting any younger and as I know a stroke can happen at any time when you least expect it.

I haven’t had a chance to try the Club Trainer. The last time I was at the field, the wind was not too bad. But it was cold! I chose not to try my luck that day. I hear it is a blast to fly. Who would have thought that a Senior Telemaster would be the plane to have our club members waiting to try it on for size. It flies for 30 minutes on a tank of gas. Another thank you to Harold Ragland for giving it to the club for a trainer.

Learning to 3-D and 3-D Well: A building blocks approach.

By Jeremy Chinn

From the *Mid Atlantic Radio Kontrol Society, Snow Hill, Maryland*

Radio Controlled Aerobatics has always been one of the most exciting elements of the RC airplane hobby. This discipline combines the challenge of coordinating all the available inputs of your airplane correctly and precisely to ensure that it does exactly what you want at exactly the correct time. Get one of those inputs wrong or out of order and the result is ugly, and often disastrous. As the hobby progressed through the years, so did the complexity of the aerobatic maneuvers. Modelers spent countless hours attempting to emulate their full-size counterparts and their movements through the air. IMAC competition even goes so far as to require that you fly a model of a full-sized aerobatic competition airplane. Modelers were always trying to get their models to perform at the same level as their full-scale counterparts—most of the time they were short of success. Then at one of the final installments of the Tournament of Championships, QuiQue Somenzini pushed RC Aerobatics to another level entirely. QuiQue flew a model that greatly outperformed its full-sized counterpart and flew maneuvers that full-scale pilots could only dream of. With that, the seed for 3-D aerobatics had been planted and nothing would hold it back.

3-D aerobatics is now the most popular form of flying in the RC hobby. Manufacturers frequently throw the moniker “3-D” at any and every airplane they sell. Competitions just for 3-D have cropped up around the country and many specialists have popped up that spend all their time flying 3-D aerobatics. Videos flood the internet on a weekly basis of some pilot flying 3-D with his new “uber-wonder-plane.” With all that interest, the hobby has a very large number of people trying to learn to fly 3-D. These students of 3-D are trying very hard to learn to fly one or more of the cool new maneuvers they’ve seen some sponsored pilot fly at a competition or on a YouTube video. Unfortunately, many of these pilots are finding limited or no success. Broken airframes are common and heading home from the field with a multicolored bag of broken airplane parts is often the name of the game for the new 3-D pilot.

So what are the keys to success for the aspiring 3-D pilot? What is needed to ensure that a pilot can find success in learning to fly 3-D and do so without breaking the hobby-money bank? In no particular order, they are:

1. Strong knowledge of basic aerobatics.
2. Use of a structured approach to learning each of the 3-D maneuvers.
3. Use of a simulator to help speed the learning process.
4. Proper 3-D “trainer” to learn each of the maneuvers.

Why is a strong knowledge of basic aerobatic maneuvers necessary? So many times when I get asked by a friend at the field or at an event how to do a rolling harrier, I quickly find out that the person asking cannot fly a proper slow roll or even a four-point roll. It’s this basic aerobatic knowledge that helps to provide the right understanding and muscle memory to handle unusual flight attitudes and situations. In many ways, it is similar to wanting to learn to run before you learn to walk.

I won’t spend a lot of time trying to describe how to learn basic aerobatics—there are many more qualified pilots out there to do that, but here are a few good tips:

1. Participate in a local AMA Pattern or IMAC competition. The skills you build while practicing even the basic or sportsman routines will be invaluable to your future aerobatic and 3-D efforts.
2. Learn to fly all the basic maneuvers such as four-point rolls, rolling circles, and loops in both directions. Even the best pilots have a bias toward rolling one direction or the other, however, they have practiced until that bias is invisible to the spectator. Always practice your worse side more.
3. Learn to trim the airplane properly as part of your basic aerobatic learning. A properly trimmed airplane is easier to fly while doing aerobatic maneuvers from the most basic to the most complex. This same reasoning applies to flying 3-D as well.
4. The book *Learning to Fly Basic Aerobatics* by Scott Stoops is an excellent read on the subject.

A structured approach is the next item on the list. Again, this is similar to learning to walk before learning to run. By learning each fundamental maneuver, you will have a better chance at finding quick success as you learn to fly 3-D. The next article in this series will begin to cover the details of an excellent “building block” approach to learning to fly 3-D.

Simulators are one of the most underrated tools and developments in the RC hobby during the past 10 years. Quality and reality of simulators has increased with the same quantum leaps that computers have undergone. There are many simulators out there, and each has its own pluses and minuses. To try and discuss that subject would be many articles in and of themselves. Rather than try to cover that, I’ll try to suggest some tips to help you get the most out of your simulator and a training method that can be used with most any simulator to learn quickly and efficiently. Some basic tips that will help you get the most out of your simulator:

1. Don’t obsess over flying a particular airplane in the simulator. Instead, try to get an airplane that flies well in the simulator and tune it to your liking. Don’t decide you’re going to learn to fly 3-D in the simulator with an F-14, but at the other end of the spectrum, don’t worry if the Extra 300 in your simulator flies better than the Yak 54; fly what works!
2. In general, larger simulator models fly more realistically in the simulator than smaller models do. This is a generalization, but has proven true with every simulator I’ve experienced.

3. Learn how to “tune” your models in the simulator to fly more like your real models. Almost all simulators allow you to edit the characteristics of the models included in the simulator package to suit your needs and to make them fly more like real life. Do not select an airplane in the simulator that is too easy to fly. It is supposed to be a challenge.
4. Learn to use the “time” functionality in your simulator to slow things down. This ability to slow down simulator life when compared to real life is one of the best features of flying in a simulator.
5. Fly your model in the simulator just like you would fly your real model. Go through your same take off routine and landing procedures just as you would in real life.

As mentioned earlier, the ability to “slow time down” is one of the most valuable features of the simulator. Slowing down the time function in the simulator allows you to fly maneuvers at a slower pace. Flying at a slower pace allows you to think through each of the required stick movements and corrections as you learn the maneuver. More time to react to incorrect movements is always a good thing as well.

When you decide to learn a maneuver on the simulator, start by turning down the time function to approximately 50% of real time. Practice the maneuver over and over until you feel comfortable with it. Once you feel comfortable at that speed, bump the speed up in the simulator by 10% and practice more. Continue this cycle until you are actually flying the maneuver 10% faster than normal speed. By the time you have accomplished this, you will have built the muscle memory necessary to ensure you provide the correct inputs at the correct time to fly your model. You are now ready to try it out in the real world!

Another key to 3-D success is getting the right airplane to learn with. If you’ve followed along so far with this article, then you’ve practiced up on the simulator and you are ready to try out the maneuvers in real life. Unfortunately, having the wrong airframe will mean many will fail at this point and won’t progress any further.

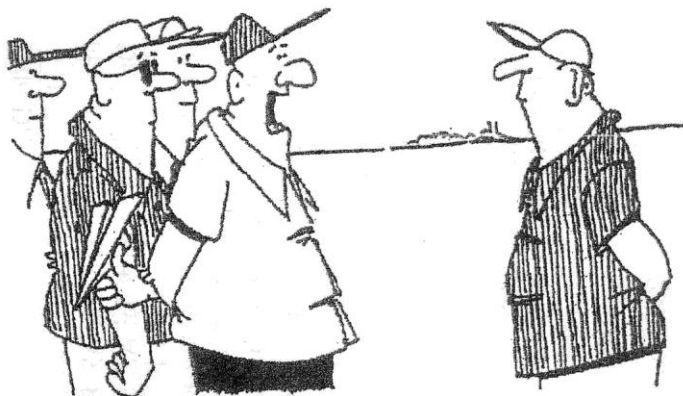
The right airframe has to do many things. It must be tough for the unintentional mishaps that will happen, it must be simple to repair, and above all, it must fly 3-D very well. The two airplane types that fit this bill very well are foamies and .40-size profiles. Both types of airplane have a relatively low cost to build and, as a result, a relatively low cost to repair. Those factors alone mean you’ll spend more time in the air than repairing at the workbench. Finally, there are countless examples of both type of airplane which fly exceptionally well. If you are put off by the appearance of a profile, get over that issue and use one to learn to fly 3-D, then sell it to a buddy so he can do the same.

A few types of airplane to avoid for learning to fly 3-D:

1. Giant Scale airplanes are very bad 3-D trainers. Most Giant Scale airplanes are easier to see and fly somewhat slower than smaller airplanes. However their higher cost and higher complexity adds significantly to the fear that many pilots will have when flying them. It is difficult or impossible to learn a new skill when you are faced with constant fear of hurting the airplane.
2. .40-size full fuselage airplanes also make poor 3-D trainers. Most examples in this category have cost and complexity induced fear similar to giant scale airplanes mentioned above. Additionally, they typically have very high wing loadings when compared to a same sized profile airplane. The result is an airplane that flies poorly and is difficult to repair when damaged. Again, a bad combination for someone who wants to learn to fly 3-D.
3. Small, full fuselage electric airplanes. This category of airplane has become extremely popular with the increased availability of good quality electric gear, motors and batteries. Unfortunately, the comments for the two airplane types mentioned above apply very strongly to this category as well.

So that is our starting point. Get the right gear and get ready for the next section. □

From the Central Arizona Modelers Inc., Sedona, Arizona



"WE, OF THE SAFETY COMMITTEE, HAVE FOUND THE PERFECT AIRPLANE TO MATCH YOUR FLYING ABILITY."