



HI-SKY R/C FLYER

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

Volume 40 Issue 11
Treasurer: Ed Anderson
Secretary: Ralph Gillette
www.hiskyrc.com

Meeting Notice: The November meeting will be held at Michaels on the corner of Wadley and "A" street. The meeting date is November 1, 2011. If you wish to eat come at 6:00 PM. The meeting will start at 7:00 PM. Please be thinking about new officers for 2012. Those nominations should be made at our November meeting. You will vote for your choices at the December meeting.

HI SKY R/C Club Minutes: October 4, 2011

Meeting was held at Michaels.

Meeting called to order at 7:00 PM by President Chris Rutter. 16 members were present plus one guest.

Minutes: Minutes were approved as published in the newsletter.

Field Report: Jim Tarrt says the field is in pretty good shape. Looks like the drought has stunted some of the growth.

Safety Report: AJ reminds us it is imperative that we stay hydrated during the hot weather. Time to start watching for snakes. We haven't had any lately.

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Tips & Tricks

From The AMA Insider

Balsa Dents

When you accidentally dent a piece of balsa during construction of a model, try this old cabinet-maker's trick. Put a few drops of white vinegar on it instead of using filler. The vinegar will pull 99% of the dent out. Works best overnight. Try it; it really works!

Construction Tip

When taking an airplane apart for repair, put all the parts into a clear freezer bag with the name printed on the outside. This will save time in looking for the parts needed, as the airplane repairs are being completed. Some freezer bags have a spot for the name to be printed on and, if you put in a piece of the airplane's MonoKote, this will speed up the ID. —both from the Woodland Aero Modelers, Downers Grove, Illinois

Servo Connectors

To hold your radio/servo connectors together, use a piece of thin string or dental floss and wrap it around the connectors, looping it through the wires so it pulls the two connectors together. Use a nonslip knot to tie the string so it does not come untied. Don't let an unplugged connector cost you a crash.

Antenna

When collapsing your transmitter antenna make sure to grab the bottom of each section and pull down. Pushing from the top can easily bend the antenna.

—both from the Privateers, Mills, Wyoming

Remember to Vote!

Remember to vote in the AMA election. If you haven't voted then please do. Jim Rice said the officers are elected by a small percent of members. You were sent a prepaid ballot with your AMA renewal to make it easy to return it with your selection.

Treasurers Report: We have money in the checking, savings and CD accounts.

Activities:

Electric Fly Horseshoe is set for one day only, October 23rd. We will need help with pilot registration and running the raffle sales. Right now, everything is on go. Chris said he would talk to Channel 2 about getting the fly in on their Midland Calendar.

Old Business: Dennis Robbins says his discussions with CAF about trying to get something going have stalled out. He thinks there may be something happening in the CAF that has not come out yet. There was a suggestion that we have a booth in the CAF AirSho to advertise the club and our activities. Probably too late now, but Ralph Gillette will check the cost of a booth for next year. (See separate comments in the newsletter)

New Business: None.

Show and Tell: Matt Allen showed his indoor foamy combat plane. Very easy to build, flies good enough to have a good fight.

Ed Anderson brought his scale F4U Corsair tail wheel rig. Very nice work and from the pictures and plans of the real plane, very accurate. Will be good to see it in place.

Club Raffle:	Electric Motor	Matt
	Servo Tester	David Harrell
	CA Kicker	Ric Baccus
	Knife	Jim Tartt
	Electric Prop	Jonny Rotan

Meeting Adjourned 7:35PM. Next meeting at Michaels on Tuesday November 1st.

From the Secretary:

After our discussions of having a booth at the AirSho, I was notified late Thursday, just before the show opened on Saturday, that AMA and CAF have signed an accord to work together to foster youth in aviation, among other things. Based on this, the AMA was given a spot in the trade show to have a booth. Chris Rutter was headed out of town, so it kind of trickled down to the other CAF/Hi-Sky member to get involved, namely me.

Rich Hanson, AMA's Government and Regulatory Affairs Representative and Presidential Candidate

came in from Phoenix and Randy Brown, Safety Coordinator for District VIII came in from Houston. I picked up some small planes from Chris Rutter, Matt Allen and Bill Coombes to grace the booth. The AMA sent in some signs, a table cover and some printed material. We did almost run out of the announcements about the Horseshoe Fly-In, so we may have picked up some attendance.

We set up the booth on Saturday morning, October 8 amid the rain, and finished up Sunday about five in the afternoon. We had some interest, but didn't have a drawing card like the helicopter salesman at the other end of the row had with lights flashing and flying most of both days. Should we have this opportunity next year, I would suggest we get something that will get peoples attention to get them to stop at the booth.

I did keep the signs and left over printed material to set up at the Horseshoe so we can wave the flag there.

Picked Up Passing By

I hope you enjoy reading the article about John Laney. I didn't know that John had competed in any contests. But, John didn't brag about his accomplishments. I did enjoy seeing him flying at our field many times. I also enjoyed his comments about the various models available at that time.

It is time to consider new officers for our club. You may not feel you are qualified to serve. The only qualification is a willingness to serve your fellow modelers. We have many members who could be a great officer. The only requirement is to agree to serve if elected. You can learn on the job so to speak. We have been fortunate to have Chris Rutter, Ed Anderson, and Ralph Gillette serve our club for several terms. They have been excellent officers and have given of their time to running the club business. Thanks guys.

"Modelers are the greatest people on earth-even when they are arguing with you."

Dave Brown – former AMA President

"Ability is what you are capable of doing. Motivation determines what you do. Attitude determines how well you do it."

Lou Holtz

"It's not enough we do our best; sometimes we have to do what's required."

Sir Winston Churchill

AIRCRAFT TRIMMING CHART

TO TEST FOR	TEST PROCEDURE	OBSERVATIONS	ADJUSTMENTS
1. Control Neutrals	Fly model straight and level	Set the transmitter trims for hands off straight and level flight	Adjust clevises to center transmitter trims
2. Control throws	Fly model and apply full deflection of each control in turn	Check the response of each control	Aileron Hi-rate: 3 rolls in 4 seconds. Lo-rate: 3 rolls in 6 seconds. Elevator Hi-rate, to give a smooth square corner. Lo rate to give a loop of approx 130' dia. Rudder Hi-rate to approx. 30-35° for stall turns Lo rate to maintain knife edge flight
3. Decalage	Power off vertical dive. Release controls when model is vertical (elevator must be neutral)	A. Does the model continue straight down? B. Does the model pitch up? C. Does the model pitch down?	A. No adjustment needed. B. Reduce incidence C. Increase incidence
4. Center of Gravity	Method 1: Roll model into near vertically banked turn. Method 2: Roll model inverted.	1A. Nose drops 1B. Tail drops 2A. Lots of down elevator required to maintain level flight 2B. No down elevator required to maintain level flight, or model climbs.	1A. Add weight to tail 1B. Add weight to nose 2A. Add weight to tail 2B. Add weight to nose
5. Tip Weight (course adjustment)	Fly model straight and level upright. Check if aileron trim maintains wing level. Roll model inverted, with wings level. Release aileron stick.	A. Model does not drop a wing B. Left wing drops C. Right wing drops	A. No adjustment required B. Add weight to right tip C. Add weight to left tip
6. Side Thrust	Fly model away from you, into any wind. Pull into a vertical climb, and watch for deviations as it slows.	A. Model continues straight up B. Model veers left C. Model veers right	A. No adjustment needed B. Add right thrust C. Reduce right thrust (or add left)
7. Up/Down Thrust	Fly model on normal path into wind, parallel to runway, at a distance of around 100m out (elevator trim should be neutral). Pull into a vertical climb, then neutralize elevator.	A. Model continues straight up B. Model pitches upward C. Model pitches downward	A. No adjustment needed B. Add down thrust C. Reduce down thrust (or add down)
8. Tip Weight (fine adjustment)	Method 1: Fly the model as per test #6, and pull into a reasonably small diameter inside loop (1 loop only). Method 2: Fly the model as per test #6, but push into a fairly tight outside loop (1 loop only).	1A. Model comes out level 1B. Model comes out right wing low 1C. Model comes out left wing low 2A. Model comes out level 2B. Model comes out right wing low 2C. Model comes out left wing low	1A. No adjustment needed 1B. Right tip too heavy 1C. Left tip too heavy 2A. No adjustment needed 2B. Right tip too heavy 2C. Left tip too heavy
9. Aileron Differential	Method 1: Fly the model towards you. Before it reaches you, pull up into a vertical climb. Neutralize the controls, then do a half roll. Method 2: Fly on a normal pass, and do 3 or more rolls.	1A. No heading changes 1B. Heading change opposite to direction of roll command (i.e., heading veers left after right roll) 1C. Heading changes in direction of roll command 2A. Roll axis on model centerline 2B. Roll axis off to same side of model as roll command (i.e. right roll, roll axis off right wing tip) 2C. Roll axis off to opposite side of model as roll command.	1A. Differential okay 1B. Increase differential 1C. Reduce differential 2A. Differential okay 2B. Increase differential 2C. Reduce differential
10. Dihedral	Fly model on normal pass and roll into knife-edge flight. Maintain altitude with top rudder. Do this test in both left & right side flight.	A. Model has no tendency to roll out of knife-edge flight B. Model rolls in direction of applied rudder C. Model rolls in opposite direction	A. Dihedral okay B. Reduce dihedral C. Increase dihedral
11. Elevator Alignment (for models with independent elevator halves)	Fly model away from you, into the wind, and pull up into an inside loop. Roll it inverted and repeat the above by pushing down into an outside loop.	A. No rolling tendency when elevator applied. B. Model rolls in same direction in both tests C. Model rolls in opposite direction in both tests	A. Elevators correctly aligned. B. & C. Either raise one half or lower the other. One elevator half may also have more throw than the other (model rolls to the side with the most throw). Reduce throw on one side, or increase throw on the other.
12. Pitching in knife-edge flight	Fly model on normal pass and roll into knife-edge flight. Maintain altitude with top rudder. Do this test in both left & right side flight.	A. There is no pitch up or down B. The nose pitches toward top C. Nose pitches toward bottom	A. No adjustment needed B. Alternate cures 1. Move C.G. aft. 2. Increase wing incidence 3. Add down trim to ailerons C. Reverse the above.

Notes for All Tests
 1. Trim in calm conditions.
 2. Make multiple tests before making adjustments.
 3. If changes are made, go over previous steps and verify or readjust as necessary.

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From the Robbins Nest:

Horseshoe indoor electric fly-in: Our annual indoor event was held October 23, 2011 at the Horseshoe Arena and was a success! We had 23 registered pilots, including 14 from Midland, 3 from Clovis, New Mexico, 4 from San Angelo, and 1 from Andrews, and 1 from Amarillo. Several other folks had indicated they were going to attend, but were not able to make it for various reasons.

We began setting up tables around 7:15 AM, and left the building at 11:45 PM, and had a good long day of flying. This event was a success because of a few folks who helped, and included Ralph Gillette, Jim Tartt, and Chris Rutter, and our CD, AJ Lee.

Several pilots signed up for our Sponsorship Package, which helped tremendously with offsetting the expenses associated with renting the venue. These included:

**Gary Jones
Matt Allen
Chris Rutter
Malcolm Davis**

Thanks guys, for the help.

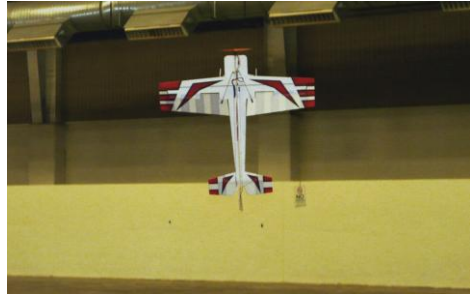
Our raffle was one of the best I've seen. Many of the pilots brought and donated kits and airplanes for the raffle, or helped with obtaining items. These included the following:

**Royce May-Helped with the 9 speed controls donated by Castle Creations
David Harrell-flight box
R&RRC Designs-Cutlass kit with servos
Rick Baccus-Dualsky Yak 54 Pro kit, and a Charger airplane kit
Dimension Engineering-Delight Light Kit
E-fly Hobbies- T shirt
Jim Tartt-Ugly Stick airplane, Vintage .049 Cox U-control trainer
Matt Allen-Predator kit
Chris Rutter-P 51 ready-to-fly airplane, with transmitter**

I hope I haven't left anyone out who helped, a special thanks to you if I did!

The following are a few photos taken by **GARY JONES** who came from Clovis, New Mexico. Thanks Gary.









Inspired by John Laney (1927-1999 / AMA - 9410)

How many of you have been inspired by someone that you never met? Two years ago I was passing by a coworker office and I saw a beautiful Corsair hanging on his wall. I ask him if he likes to fly r/c planes, he answers me it belongs to my dad. We had a nice conversation when he told me all about how into this hobby his father was. Days later he asks me if I wish to receive a plane (kit) that his father was going to build and now was sitting in his garage. I respond yes, and two weeks later he came to my office with a big box that contains a beautiful kit from Robbe Puma 40 made in Germany. Since that day I thought that I have to get back into the hobby. I always wanted to be able to fly someday this beautiful plane. I made a promise to myself that I need to be a good pilot before I fly this plane. I believe I'm ready now to handle this plane in the air so this will be my winter project.

Many of you were lucky to meet John Laney many years ago. I read the Hi-Sky flier from February 1999 when the club informed that he had passed away on January 15, 1999 and I understood why he is still inspiring people.

"John was a friend to all who knew him, a great model builder, club flight instructor and a wealth of aeronautical knowledge. John was always willing to teach, help or instruct whenever asked. John loved to fly. He was always smiling about something". (By Ed Van Reet)

"The Texas crusader was one of his own designs, in 1960's he design this plane to suit his building and flying needs, the plane has a constant chord 52" wingspan of its "D-tube" design. The tail surfaces are solid. The plane was flown by John in 1963-1964 NATS where he placed in the top 10 in both years. A Junior Flier also flew the Crusader to 3rd and 4th place finished in the same years. Won numerous local contests in West Texas and New Mexico". (By Bruce Brady)

John in the 70's was involved in the construction of a full scale Sailplane. John and another Cities Services employee Ed McGuire brought the plans and parts from El Paso Texas, more than 5000 parts separate parts went into the construction of this plane, after two year's work by the three men in Odessa, the wings of the plane were 90 percent complete, the tail section 80 percent complete and McGuire was transfer to Houston. He bought and finished the plane, then made his first flight four years after he first bought in. (by Ken Wagner / Delta)

I will share with you guys a couple of pictures of his favorite planes. I'm sure that some of you have seen these planes flying at our club field.

I wanted to thank John Laney Jr. who inspired me to come back to this great hobby again.

By Francisco Herrera





SAILPLANE—Ed McGuire flies his sailplane at about 2,000 feet over a Jackson, Mississippi, airport. McGuire built the plane from a set of plans. More than 5,000 separate parts went into the construction of the plane.







