



# HI-SKY R/C FLYER

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

**Volume 40 Issue 10**  
Treasurer: Ed Anderson  
Secretary: Ralph Gillette  
www.hiskyrc.com

**Meeting Notice:** The October meeting will be at Michaels on the corner of Wadley and A Street. Please note this change. The meeting date will be October 4, 2011. Come at 6:00 PM if you wish to eat. The meeting will start at 7:00 PM.

**HI SKY R/C Club Minutes: September 6, 2011**

The meeting was held at the Club Field. It was called to order at 7:00 PM by President Chris Rutter. 16 members were present.

**Minutes:** Minutes were approved as published in the newsletter.

**Field Report:** Jim Tartt says the field is in pretty good shape. He and Louis got out and weed whacked some of the for the small mesquite bushes before the Hog Fly. Jim did suggest that we take the major pieces of crash results home to discard instead of putting them in our trashcans. Everyone agreed to this. Also, make sure you clean up the smaller pieces off the tarmac so as not to leave anything that could get a prop or wheel.

**Safety Report:** AJ says it is imperative that we stay hydrated during the hot weather. We have lots of water in the fridge in the shed, so don't be shy.

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## Interesting to Share

By Francisco Herrera

I have been rebuilding my RV4 after a crash I had a few months ago. I decided to change from glow fuel to gas. Everything was looking good until I started having issues with my 17cc gas engine. I will share how I fixed the issue and what I found online that helped me solve my problem.

In the beginning the almost new engine was handling good. Suddenly after four tanks of fuel I started having problems with the engine. It looked like the transition was affected and the idle as well. I started working on the carburetor settings like any of us will do. I ended up changing every piece of it and also playing with the needles by going from "factory settings" to my crazy settings and nothing happened. What was wrong with the engine? It was working good and then it failed to run or turn 8000 rpm's as it was doing before.

I started looking online and found a very precise article that takes you by the hand and shows how to set a Walbro carburetor. I thought this was pretty cool information. I follow every step and guess what, nothing changed. I worked on it for at least two days before I decided to look online again. I found a forum with a good discussion about the same problem. A guy with a gas engine that ran good for three years and suddenly starts giving trouble (just like mine). The way this guy fixed the problem was trial and error. I again follow every step and in the end one guy suggested to bypass the kill switch. Guess what; after I bypass the kill switch everything came back to normal! So the cause of my problem was the kill switch had failed due to vibration. I replaced the bad kill switch, set the low and high and the SV 17cc has a good transition and is turning 8000 rpm with a MC 15X6 prop.

I am attaching the webpage links for you to read the comments.

<http://indianatinygasengines.com/page3.aspx>

[http://www.rcuniverse.com/forum/m\\_7821381/anchors\\_7834208/mpage](http://www.rcuniverse.com/forum/m_7821381/anchors_7834208/mpage)

Thanks  
Pancho

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***Don't forget to vote for the person of your choice in the AMA elections!***

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

**Activities:**

Electric Fly      Horseshoe is set for one day only, October 23<sup>rd</sup>. Dennis says he has the thread running on the internet but he has had no positive responses as yet. Dennis is adding a ready to fly (less receiver) indoor pattern plane for the raffle. The club will pay for the plane.

**Old Business:** The new club shirts are in. Anyone needing one can get it from Bruce. If you have paid, make sure you talk to Bruce.

Dennis and Ed talked to Michael and he has offered to reserve his meeting room the first Tuesday of each month for the next four months for our meetings. After some discussion, it was agreed that we try this out with dinner at 6:00PM and meeting at 7:00PM, next month. We will see how it goes.

**New Business:** Dennis Robbins has been in conversation with CAF about getting the big hanger for a three-day indoor electric fly. Details are not fixed at this time. Dennis said he is having a meeting with the people involved next week.

**Show and Tell:** Chris Rutter showed his new electric model. He got it from Matt as a nitro plane and reengineered it to become electric. He flew it before the meeting and it does fly very well. Everyone decided it is probably a Sportster 40 for the vintage files.

**Club Raffle:**    No Raffle

**Next meeting:** At Michaels, Wadley and "A", 7:00PM October 4th. Those wishing to eat before the meeting, the room will be available at 6:00PM. Meeting adjourned at 7:40PM.

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**"Looking Ahead"**

By Ric L. Baccus

As we move into fall and the holiday season, I have taken a moment to take stock of all that has happened this year. Early in the year I made two commitments to this club, the first is that I would spend some time working on membership development for our club, and the second is that I would tackle building a new trainer from a kit, write about my experience, and publish these stories in our newsletter to help and encourage some of our newer modelers. This year I have been unable to do either of these things due to many factors surrounding family, church and my work, and for this I apologize.

Add to the above mentioned factors are that we started the

spring with 30 to 50 mph winds that lasted for over four months, followed by 105 degree temperatures for the late part of summer and we are just now getting a break in all this weird weather. It's been a crazy year. Right now, I do still feel both these projects are worthwhile and I have ideas and a plan, but it's fall, and at this point I really just want to slow down a bit, get a couple of planes repaired and get back to the two F's that drew me to this hobby in the first place, fellowship and flying.

As we get into the colder months ( building months ), I would like to hook up with one of our experienced builders who has heated space to work and ask that they work with me to build the project plane. I will do my part, as I want to learn, but honestly I am a better writer than builder, and I just don't have the space to build a kit plane at home at the moment. If you would be interested in doing this project with me, please let me know.

As for the membership development work that is needed, I believe that doing a mall display during the winter would not be very productive. Since the mall has become a place for parents to drop off their teens for the day, most men I know would rather go to the dentist than take a trip to the mall. I am one of those men. Ha!

I believe that it would be better to let us all get through the holidays and then into the spring, set up display tables at the following stores where I believe folks who have some disposable income like to shop, and that is Academy, Lowes and Home Depot. I think if we did one show each month in April, May and June, then we would be going into the best months with the calmest winds to train all the folks that take an interest.

I have access to tables, a tent if needed, a computer for running a flight simulator and by that time I will have a nice monitor for it. I want to keep this simple and easy to do. Go in early say 10 am and be done by 2 or 3 pm. Set up tables, have some planes on display, the simulator up and running and some handout material to fill in the blanks and get them to our field.

We are offering the public an exciting new hobby and we are willing to train them to fly with our own club planes, for FREE. Nothing to buy at first, just come out and give it a try. What warm blooded hobbyist could resist that?

When we get to this point next spring, I would very much like a few folks to step up and help me do these little marketing events. I promise it won't be hard or take all of our flying weekend. As a matter of fact, we can fly in the morning and do the displays in the afternoon. Whatever works best. Keep in mind that currently we are doing very little to attract new people, so any kind of high profile display we do is going to help. If you feel you would be interested in helping, please let me know.

I appreciate your understanding, patience and your grace. We will get these things done, but we need to do it while maintaining our priorities, and our flying time.

Ric  
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## CALENDAR OF EVENTS

### Calendar of Events

#### Thunderbird Open House/Airshow

Club Field  
October 2, 2011  
Visit [www.fwthunderbirds.org](http://www.fwthunderbirds.org)

#### Texoma Nationals

Sherman Club Field  
October 21 – 23, 2011  
Hard hats required visit [www.rccombat.com](http://www.rccombat.com)  
For more details

#### HorseShoe Electric Fly In

Midland Horseshoe Arena  
October 23, 2011

### Tips & Tricks

#### A Couple of Building Hints

How many times have you used the household iron and been jumped on for leaving sticky stuff on it? Have you used iron-on film and had the color pigment stick to the iron and bleed to another section leaving streaks and marks on the second color (red on white, for instance)?

Solution: Heat the iron, put some salt on any sheet of paper and rub the iron over the salt. PRESTO! Iron face back in pristine condition.  
—From the Tingalpa Transmitter in Australia

When drilling a hole in balsa, the wood has a tendency to splinter out and make a nasty mess where the drill bit exits. Drip a few drops of thin Hot Stuff around the exit area of the drill bit and let it cure. You can now drill a hole and the wood will hold together much better. It may still splinter out some, but not nearly as much. This method also works great when drilling wing hold-down holes on built-up wings.  
—From the Windy Flyer newsletter, Downers Grove, Illinois

#### **Picked up Passing By**

One of the things Jim Rice mentioned while he was here for our “Hog Fly In” was to remind the club members to vote in the coming election. He stated that an alarming number of AMA members do not vote. When you do not vote your views may not be presented in meetings. Jim stated that he would like your vote for president of AMA. He stated that if you do not agree with him then vote for someone else, but to please vote.

Update on Pancho’s engine.

On Saturday, September 22, 2011 Pancho flew his plane several times with the engine tuned and decided the plane is underpowered with that engine. So he will change from the 17cc engine to a 26 cc engine. He also told about Mike Chase mentioning that different spark plug gaps could change the performance of the engine. He tried two different spark plugs with two different gaps and found the correct gap would result in the engine running “like a champ”. The wrong gapped plug caused the engine to sputter.

I appreciate Pancho keeping me up on his experiences. I get to learn a little and it provides (I think) interesting material for the newsletter.

Pancho also sent me links to the Reno, NV crash videos. There is no image of the crash shown.

<http://vimeo.com/29519344>

<http://www.warbirdaeropress.com/NewGallery/GG2009-2/index.html>

You may have seen these videos and if not you may want to view them.

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### 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?

The above tips and tricks courtesy of Jim's RC.com

**From the Robbins Nest:**

**Midland Horseshoe Indoor Fly-In, Oct. 23, 2011:** Our indoor event is upon us, and is only three weeks away. Letters have been sent for raffle items, but the response has not been very good. We have received a couple of items, and should receive a few more. If anyone has anything they would like to donate, it would be greatly appreciated. Preferably we need new items used for electrics, but anything would be welcome. I did talk to some “out-of-town” pilots, who said they would bring some items to use for the raffle. We’ll still have a great event, but the more items we have the more fun the raffle will be.

We will need some help with the sign-in during the morning, and with raffle tickets. We will also need the frequency board (folding box) for the transmitters still on 72 MHz. I’m assuming either someone has it, or it’s at the flying field. If someone could help us get it to the event, it would be greatly appreciated.

This past weekend, I attended a fly-in at Plainview, TX, and almost everyone there said they were planning on attending our event. This could easily be an additional 12-15 pilots.

I’ll try to go by the Horseshoe and see if they plan to do concessions for us, or if we are on our own. We can send out another e-mail to let everyone know. The hamburgers and hotdogs and fries they serve are really good, and I think many folks would just stay there to eat, and fly.

I’m really looking forward to this event. I hope many of you have an indoor plane ready to go, and give this type of flying a try. It’s a blast.

The Horseshoe event flyer and raffle info can be found elsewhere in the newsletter. We can discuss any questions or thoughts you might have at the club meeting.

See you at the indoor,           Dennis

**\$100 sponsorship level** includes the following

Entry to event (for one person)  
Extra table  
Choice of two gifts  
50 raffle tickets

**\$75 sponsorship level** includes the following

Entry to event (for one person)  
Choice of one gift  
40 raffle tickets

**The gift choices include the following (while supply lasts!)**

(Note: if choosing two gifts, they need to be different)

Turnigy Park 250 motor 2200kv  
Turnigy Plush 10 Amp speed control  
Turnigy Servo tester

Raffle Grand Prize: ready-to-fly (less receiver) indoor foamy  
Plus many other prizes!



## Raffle Tickets

**\$1 - 1** raffle ticket

**\$5 - 6** raffle tickets

**\$10 - 15** raffle tickets

**\$20 - 35** raffle tickets

**Must be present to win**



**MIDLAND, TEXAS 3rd Annual-2011**

**Hi-Sky R/C CLUB  
at the Horseshoe**

**INDOOR ELECTRIC  
FLY-IN & SWAP MEET**

**Sunday, October 23rd, 2011**

**8 AM – 11 PM**

**\$25 ADMISSION**

**INCLUDES ONE TABLE**

**Extra tables-\$5**

**Limited to 16 oz/3 cells on all models**

***Coaxial helicopters only***

***AMA card required to fly***

**Located on Interstate 20 at the intersection of Cotton Flat Road**

**Westbound (Exit 136 (Rankin/Lamesa) Stay on the service road, facility on the right  
Eastbound (exit 134 Midkiff Road) cross over I 20, turn right onto service road**

**See ad in Model Aviation for more details**