



# HI-SKY R/C FLYER

September 2007

Volume 36 Issue 9

President: Bruce Hoover  
Vice President: Tommy Thomas  
AMA Charter Club #851

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

**Meeting:** The September meeting will be held September 4, 2007 in the First Baptist Church Activity Building at the corner of Garfield and Illinois streets. The meeting will start at 7:00 PM. We need a good showing so we may plan the Callin' of the Hogs fly-in.  
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**HI SKY R/C Club Minutes: August 7, 2007**

Meeting was held at the Rattle Snake Raceway field.

Bruce Hoover brought the meeting to order at 7:25 PM. There were 10 members present.

**Minutes:** Gene Laughlin moved and Ed Anderson seconded that the minutes from the July meeting were approved. Motion passed.

**Field Report:** Field looks pretty good. Need another workday to really get it ready. Saturday, August 18 at 8:00AM was picked as the best day to have the cleanup.

**Safety Report:** A.J. Lee says everything has been safe. AJ reminded everyone that they need to put their trash in the cans. Make sure it is only trash and not hazardous material like starting batteries or old fuel.

**Activities:** General discussion of upcoming activities. Calling of the Hogs is the next event. We will have a final discussion at the next meeting as to what we need

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### August Safety Notes

By Chuck Waller  
AMA District VIII Safety Coordinator

I need to start this column with a simple plea – if any one has plans for a good ARK, would they please send them to me! The excess of rain during the last few months has curtailed flying in several areas and has forced the closure of many flying fields in our district. However, model flyers being the persistent bunch we are, we have found other fields to fly at.

This month I will continue with the examination of the AMA safety code.

### 2007 AMA Safety Code Radio Control

4. At all flying sites a safety line or lines must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the safety line. In the case of air shows or demonstrations a straight safety line must be established. An area away from the safety line must be maintained for spectators. Intentional flying behind the safety line is prohibited.

At most clubs I have visited, there is a marked safety line. This may be a fence, the edge of the runway or a painted line to mark the edge of safe flying areas. Most pilots respect the safety line and do not ever cross it. However, there are some pilots that end up behind the safety line quite often. This can and often does cause serious problems.

The obvious problem would be a crash causing bodily injury or serious property damage. Any aircraft can cause serious injury to other pilots or spectators. The larger the aircraft, the more serious the potential injury. Just imagine a giant scale airplane crashing into a crowd of spectators.

The less obvious problem is community relations. Many of our fields are on public property. It may be owned by a city, county or State Government (public parks) or by a Federal Government organization such

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to bring and who is going to be involved.

Electric Fly at CAF – Everything went pretty good. About 30 flyers. Good weather and we did get the B-24 flying both days. Dennis reminded everybody that if we are going to do these events, we need more help. There was a good bit of discussion about the possibility of moving the electric fly-in to the Horseshoe next year. Bruce is going to check on cost and availability. More discussion next meeting. One thing that was suggested is that we charge \$15.00 to fly and include a table in the fee.

**Old Business:** No old business.

**New Business:** AJ reports that Porter Wallace is doing good after his heart surgery.

**Treasurers Report:**

Ed reported that we have money in the savings account and the checking account.

**Show and Tell:** No show and tell.

**Club Raffle:** No raffle

Meeting adjourned at 8:00 PM.

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Here's a picture of ol927, the CAF's B-24 taken the same day as the electric fly in.

**Picked up Passing by**

By the time you read this, School will be in session. So be sure to watch for the kids walking to school. Watch out for those who are driving to school because they may not be watching out for you. Beware of the "yellowdogs" on the streets in the morning and afternoon.

Try to remember to carry your trash to a dumpster and not leave so much at the field. When the drums are full, the trash bag is hard to get out of the drum. It

may also tear, spilling trash over the area.

If someone would collect the aluminum cans and recycle them that would help also. Please remember to pick up any trash left on the ground. We must be good stewards of the field we use for our sport/hobby.

I just read that Great Planes had purchased Lanier and Goldberg. Lanier had moved Goldberg to Georgia several years ago. Both had some good models. The Eagle 2 trainer is one of the best trainers around. The Stinger series is a capable model in the hands of an expert flyer.



Here's a picture of the electric fly in flight line inside the CAF hangar.

These fly-ins are an excellent source of income for our club. The chance to fly models with some of the World War II planes in the area is exciting. We need to have more people show up for any fly-in we have. I am referring to our club members showing up to carry out the various tasks as well as having more people in attendance to fly.

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We don't remember days, we remember moments.  
Cesare Pavese

The real leader has no need to lead; he is content to point the way. Henry Miller

Before you embark on a journey of revenge, dig two graves. Confucius

Nearly all men can stand adversity, but if you want to test a man's character, give him power.  
Abraham Lincoln

Integrity without knowledge is weak and useless, and knowledge without integrity is dangerous and dreadful. Samuel Johnson

## CALENDAR OF EVENTS

DON MCKINNEY FLOAT FLY

BIG SPRING COMMANCHE TRAIL PARK

SEPT. 8 & 9, 2007

CALLIN' OF THE HOGS

MIDLAND CLUB FIELD

SEPT 15 & 16, 2007

Can you believe the Astro Hog design is 50 years old?

NORTH TEXAS COMBAT SPRING OFFENSIVE

RICHARDSON CLUB FIELD

SEPTEMBER 22, 2007

Hard hats are required. Visit [www.rrcc.org](http://www.rrcc.org) for more info.

NORTH TEXAS COMBAT-

NORTH DALLAS RC CLUB FIELD

OCTOBER 20, 2007

Visit [www.ndrcc.com](http://www.ndrcc.com) for more information.

### Thanksgiving

Your home or wherever you care to celebrate

November 22, 2007

Be thankful for what you have.

Christmas

December 25, 2007

Celebrate the birth of our Lord.

From the Anoka County Radio Control Club, Inc., Coon Rapids, Minnesota

RC Airplane Definitions

Prop Nut: What a glider pilot calls power pilots.

Pucker Factor: A factor that exponentially gets higher, as your out-of-control airplane gets lower. At the high end of the scale, changing your shorts is necessary.

P51 Mustang: What beginners use to learn to fly.

Radio: An expensive electronic device to randomly alleviate overcharged batteries. A device that enables an airplane to crash different places than it normally would.

Radio Glitch: A documented electronic occurrence, causing immediate and irreparable loss of control. The source of a crash when there is a possibility of someone else's radio in close proximity to the airplane.

Receiver: The part of your airplane that picks up interference.

Sink: Non mythical meteorological event stimulated by RC Soaring pilots.

Skid Protector: Another word for a spinner.

Snap Roll: After a nice high G roll, something snaps, usually the wing.

Spinner: A critical part of the landing gear.

Stall: What you tell your wife when you want to take it up "one more time."

Swept Area: The only part of your apartment that is not covered with balsa dust.

Tail-dragger: An RC pilot that has just spent the last hour looking for his airplane in the woods.

Thermal: A mythical occurrence of rising air.

Tip Stall: Offering several minutes worth of unwanted advice to a nearby pilot, instead of taking your turn to launch off the winch.

Used when sink is in the air, and contest points are at stake.

Trainer Cord: A handy device for electronically installing false confidence into rookie pilots.

Tree: Implement used to separate wings from fuselage.

Upwind Turn: Same as downwind turn. NO, IT ISN'T! YES IT IS!! NO, IT ISN'T! etc.

Wetted Area: After Rex the wonder dog finds the pit area.

Wing: A device that, due to its airfoil, allows air to flow faster over the top, thereby allowing you the opportunity to pour excess funding into the resulting low pressure area. Q

as the Corps of Engineers. If a spectator sees a plane flying behind a marked safety line and makes a complaint to any of these agencies, how long do you think we will be able to fly at that field? The agency responsible for administering that land may decide the activity is too dangerous and close access to the field.

Any time you fly a model aircraft, you must accept responsibility for your actions. That means flying by the accepted safety rules. Never allow your aircraft to cross behind the safety line even if this means crashing an aircraft to keep from endangering spectators.

Every pilot must remember that each time you take an aircraft up on a flight you are acting as an ambassador to the sport. Other pilots and spectators are watching what you do. Are you going to set a good example or a bad one? When you fly are you teaching good habits to others or bad ones? Do you practice safety in the pit area?

Flying model aircraft is a very enjoyable sport. If we wish to continue to have fun, we must all be safety conscious at all times.

The field you save may be your own!  
Till next time,  
Fly Safe and have Fun!

From the Westlake RC Club, Inc., North Olmstead, Ohio  
**Learning the Art of Model Building**

Building model airplanes, like any other artistic medium such as sculpture, landscape, painting, or flower arranging, is an art form in its own right. And like any other art form, it's a learned skill that takes time and dedication to master. I try to bring a new model to the meetings every chance I get, and I always hear many who look at them say, "I could never do that," or "it would take me 10 years to build that." For the less experienced modelers among us, I can certainly understand how that could come to mind. However, those models are a culmination of more than 45 years at the drawing board and work bench, with the last 12 years having been "full time." It's safe to say that I have been fortunate enough to have packed a dozen average modelers' lifetime achievements into my last five years of modeling!

With that being said, we all must understand that mastering the art of modeling will span a lifetime, and we can't expect to start out where those who have been doing it for many years have aspired to. The good news is that modeling skills are not difficult to learn, it just takes practice. The main thing is that someone new to modeling must begin with a project simple enough to complete successfully—after all, there's no better motivator than success!

So where does one begin? Most of us in the club are RC fliers that fly Almost-Ready-to-Fly (ARFs) models; so naturally, the first thought would be to build an RC model. There are those among us who could accomplish this task just fine. However, that depends on many factors, such as wood-working skills, plans reading ability and so forth. For most, all of those skills will have to be learned right from the start, which might seem like a monumental undertaking! So here's how I'd suggest going about it.

**First:** Keep the main objective in mind—learning to build models!

**Second:** Start simple!! The fact that your primary interest is flying RC models doesn't mean your limited to building only RC models. Remember, the goal is learning to build. If you're flying ARF's now, you can still hone your flying skills while you're learning to build. Then when you do build your first RC model, your flying skills will be in good shape too.

**Third:** Don't get in a hurry, and don't get discouraged. There are no time limits on any project that are not self induced! And remember, this is a hobby and hobbies are about filling our time with enjoyable activities.

Here's a suggestion for, shall we say, testing the water! Start out with a simple stick-and-tissue type Free Flight kit. The investment is minimal—\$15.00 will go a long way in that realm, and the skills required to complete the model are really pretty minimal, but will go a long way toward building your skills. Then when you get it done, take it out and fly it. Learning to trim these models will also go a very long way in understanding RC models and what makes them tick. Then with each step, move up to something a bit more complex, and through just a few small steps, you will have learned the basic building and plans reading skills required to build an RC model.

Now, don't expect the first try to produce a world-class model. Keep in mind that this is a series of small steps toward the larger goal of mastering the art of modeling, and with each step, work toward improving something, not everything, on your next model. Give special attention to the areas that were the most difficult on the first one, and before you know it, your basic skills will be forming nicely.

And finally, if you find yourself in a little over your head, ask questions of those of us who do build. Modelers by nature are a pretty good bunch of folks, and I haven't met many who are not willing to help someone who is truly interested in learning the art of modeling.

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Please try to pack out most of the stuff that turns into trash during your visit to the field. We do have metal trash cans, but sometimes we generate more than they can hold. The field committee thanks you!!!

# September 8<sup>th</sup>, 2007 Saturday: 8 AM – 12 midnight 1 Day Indoor event in Plainview, Texas

From the Robbins Nest:

Once again, SPEF (South Plains Electric Flyers) will meet Saturday, Sept. 8<sup>th</sup> in the Ollie Liner Center, located in Plainview, Texas for a one day indoor electric plane fly-in. It's always lots of fun, and will give you a chance to try your hand at some very informal indoor flying. This place is huge, and lots of stick time is guaranteed! I managed to fly 37 flights in one day the last time we had this event, so I'll have to try and break my record!

Plainview is about a 3 hour drive, maybe a little less. You can leave early Saturday morning, fly all you want, and still get home in time for the evening news. Several Midland folks usually make the trip, as well as folks from Lubbock, Clovis, etc. If you have never flown at an indoor event, this is the one! Many folks fly the large GWS Slow Stick in the Ollie Liner Center, and have lots of room to spare. It's too much fun to miss.

See you there, Dennis

Here is the info I received from Reegan about the event.

Hey, everyone!

It is getting close to September 8th and that means another SPEF flying day. Flying is from 8am to 12 midnight, is free to club members, and there's a \$10 landing for non-members. There is a 20oz. weight limit, but aircraft that exceed this can be approved by the event coordinator/Safety Officer. Docile aircraft are likely to be approved. As usual, you can rent tables for \$5 and chairs for \$1.

Y'all know how much fun these flying days are! It is a great time to get together with some friends. Bring all your new planes and let's have a blast.

**EVERYONE IS WELCOME!!!!!!!!!!** So come and join in on the fun with us and bring some friends!

See y'all soon,  
Reegan

Photos from the Ollie liner Center. Photographers include: Mike Robbins, Gary Jones, Reegan Royce, and Dennis Robbins and maybe others! Enjoy!!!







