



HI-SKY R/C FLYER

September 2008

Volume 37 Issue 9

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

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

Meeting: The September meeting will be at the First Baptist Church Activity Building September 2, 2008. The meeting will start at 7:00 PM. We must make plans for the Callin' of the Hogs. We will be meeting downstairs in the arts and crafts room.

HI SKY R/C Club Minutes: August 5, 2008

Meeting was held at the Rattle Snake Raceway field.

Dennis Paschall called the meeting to order at 7:05PM. 11 members were present.

Minutes: Minutes were approved as published in the newsletter.

Field Report: Field looks pretty good. It has been mowed and cleaned up very well.

Safety Report: A.J. Lee says everything has been safe.

Treasurers Report: Ed Anderson is on vacation. He sent a note that we have money in the CD drawing good interest, money in the savings account and money in the checking account.

Activities: General discussion of upcoming activities.

Calling of the Hogs is the next event. We will

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Robert's Rules of Order Revisited

By Henry Smith

In the November 1999 issue of the Hi-Sky R/C Flyer then president Ed Van Reet wrote a brief introduction to the rules for conducting a meeting. Robert's Rules of Order is a time tested method of conducting business meetings. Our Constitution and Bylaws state that meetings will be held in accordance with Robert's Rules of Order. This is basic and everyone should be aware of and know these rules. I will not attempt to rewrite the book nor will I rewrite Ed's article. If you are interested in the book you may purchase a copy at any bookstore. What follows is a brief discussion covering the basics.

Order of business – What follows is a typical order of business using parliamentary procedure.

1. Call to order.
2. Reading of minutes of last meeting.
3. Officer reports – we have our treasurer's report.
4. Committee reports
5. Special reports – business designated for this meeting.
6. Unfinished or "old" business.
7. New business.
8. Announcements.
9. Adjournment.

Motions are the way members express themselves in the meeting. A motion is a proposal that the entire membership may take action on an issue. Individual members can:

1. Make the motion.
2. Second motions.
3. Debate motions.
4. Vote on motions.

The purpose of a motion is to introduce items to the membership for consideration. A motion cannot be made when any other motion is on the floor. A motion may be amended and the amendment must be voted upon before the main motion. After the motion has been made and seconded it may be discussed. If there is no second, the motion is lost. There are two other

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From the Robbins Nest:

FLY-IN AT THE HORSESHOE, NOV. 1, 2008: November 1st is quickly approaching, and this is the date for our all day indoor electric fly-in at the Horseshoe here in Midland. This promises to be a premier event for West Texas.

We will begin the flying at 8 AM, and continue until 12 PM Saturday night. This is 16 hours of continuous airtime. Concessions will be provided by the facility, and tables will only cost \$2 to rent. One table will be provided to registered pilots, and up to two additional tables can be purchased by each pilot. This should provide plenty of pit area for everyone.

I have started a thread on Ezone, (an online discussion forum) and here is the link if you want to follow along with the comments.

<http://www.rcgroups.com/forums/showthread.php?t=914397>

Just click on the link and you will immediately be taken to the beginning of the thread. (Keep in mind that you will have to sign up on Ezone to post your own comments.)

And here is the link to the Horseshoe web page:

<http://www.midlandhorseshoe.com/>

This page provides all the information about the facility, including directions, etc.

And now a little about building A, which we will be flying in.
The Horseshoe provided the following information:

Width: 125 feet
Length: 280 feet
Height: 70 feet

This place is huge, is air conditioned and heated, and even has bleachers for spectators. I can't wait for the fun to begin. All that the club will need to do is have someone help with sign-up and transmitter control, and sponsor a raffle. The rest should take care of itself. Of course we will need to be on the watch for safety issues, but rarely have I seen anything for concern at these electric fly-ins.

Start getting your electric planes ready, because this will be an opportunity to fly in one of the largest facilities provided for indoor electric flight! Numerous pilots are already posting on the thread, and all plan to come to the venue. Don't miss out, and make plans now to attend.

Dennis Robbins

MIDLAND, TEXAS 1ST Annual-2008

Hi-Sky R/C CLUB at the Horseshoe

INDOOR ELECTRIC FLY-IN & SWAP MEET

Saturday, November 1st, 2008

8:00 AM - MIDNIGHT

\$20 ADMISSION for pilots
INCLUDES ONE TABLE
Extra tables-\$2, limit (2)

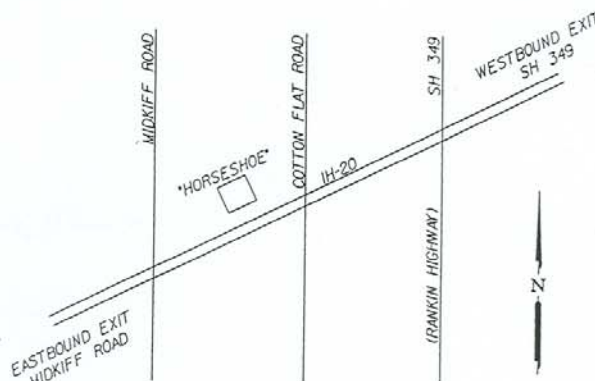
Limited to 16 oz/3 cells on all models
No carbon blades on helicopters

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



have a final discussion at the next meeting as to what we need to bring and who is going to be involved.

Old Business: We received a contract from the Horseshoe, but there is a problem. Dennis Robbins will contact them.

New Business: Received membership application and check from new member, Dennis McIntosh.

Show and Tell: No show and tell.

Club Raffle: No raffle.

Next meeting: At the field, 7:00PM September 2nd.

Meeting adjourned at 7:30 PM.

Editors Note: Please see the meeting announcement under the meeting notice on page one of this newsletter.

From RCadvisor.com

A123 Cells

By Carlos Reyes

Electric model airplanes have been around for roughly three decades. A huge problem in the early days was battery energy density. In other words, they simply weighed too much for the amount of juice you could get out of them. This situation has improved dramatically in recent years with the advent of Li-Poly cells, but a battery pack for a larger model can easily cost hundreds of dollars. The advent of electric cars, such as the Toyota Prius has spurred an enormous amount of research into new battery technologies. In this article, I will describe an alternative to Li-Poly batteries that offers intriguing possibilities.

A123 Systems (www.a123systems.com) produces Lithium-Ion Nanophosphate cells. These cells have a nominal voltage of 3.3 volts and can withstand continuous discharge rates of 30C. They can be safely discharged down to 2.0 volts. The voltage remains fairly constant through the discharge cycle, but they do have a sharp drop-off at the end. Expect 300 cycles before you notice any reduction in capacity while at 1,000 cycles you'll have 75% of the original capacity. They are very safe. Overcharging or over discharging will not cause an explosion and will have little effect on the life of the battery. Balancing the cells when they are charged is still a good idea, but not absolutely required. They can be charged immediately after use in 15 minutes.

The cells are available in two sizes. The original M1 cell has a capacity of 2.3 Ah and weighs 70 grams (2.47 oz). A newer, smaller size can hold 1.1 Ah

and weighs 40 grams (1.41 oz).

The primary source for A123 M1 cells has been DeWalt 36-volt portable power-tool battery packs. Each pack contains 10 cells. I purchased two of these for \$100 each through Ebay. The prices appear to have gone up recently to the \$120-\$130 range. Single cells can also be purchased online for \$15 from a growing variety of vendors. You can find two of the smaller cells in a Black & Decker VPX battery pack which sells for about \$15. The smaller cells can also be had for \$12.50 each.

There are many Li-Poly chargers that support or can be modified to support the charging of these A123 cells. Because of the sharp voltage drop-off when discharged, you are probably better off using a timer when you fly. Otherwise you need your ESC to shut off the motor when 2.0 volts per cell is reached.

Bottom line? These cells give you 70% the energy density of Li-Polys for about 45% of the price. For many of us, that is a good trade-off. They are extremely safe and can be charged in 15 minutes. If you end up buying half as many battery packs because of the shorter charge time, then they become a much better value.

Picked up Passing by

The attendance at the flying field has picked up. Last Saturday, August 23, all of the spaces were taken by 9:30 AM. That is great to have a lot of participation at the field. The wind was agreeable and the clouds made for a nice morning. The type of planes varied from electric to gas powered. Wally Smith had a gas powered, 1/4 scale J3 Cub that made its maiden flight. It looked great and flew great.

To the left is an article about a (new to me) battery cell that seems to be safer than the Li-Poly cells. There isn't the danger of fire with the A123 cells. I have read about modelers leaving a radio turned on for a week and no problem except the battery was dead. A charge cycle was all that was needed to bring the pack back up. I wouldn't recommend leaving the device turned on because strange things can happen to the electronics. Maybe the new hybrid cars will have some spillover effect for us. I remember the first electric model I saw was about 25 years ago. It would fly for about five minutes and the batteries would have to be recharged. The thing that causes me to remember this was what happened when the modeler was ready to go home. His car wouldn't start!! His recharging the flight pack had pulled the car battery down to the point it wouldn't crank the car's engine.

CALENDAR OF EVENTS

CALLIN' OF THE HOGS

MIDLAND CLUB FIELD

SEPTEMBER 13, 2008

This is a fun fly for the 51 year old Astro Hog.

SAN ANGELO 27TH ANNUAL FLY IN

SAN ANGELO CLUB FIELD

OCTOBER 11 & 12, 2008

Fly in and raffle. Lots of prizes. RVs welcome.

NORTH DALLAS RC COMBAT

NDRCC FIELD NEAR AUBREY, TX

OCTOBER 25, 2008

RCCA SSC and scale. Hard hats required.

HORSESHOE FLY IN

HORSESHOE ARENA-MIDLAND

NOVEMBER 1, 2008

Indoor event for electric models.

From the Eglin Aero Modellers, Fort Walton Beach, Florida

Does Radio Control Flying Qualify as Exercise?

Is the flying of Radio Control aircraft considered adequate exercise? Arguments for and against are described below.

1. Almost every flier gets up at 6 a.m. to fly in the mild breezes of dawn. Problem: A person has to get up more than once before they are considered to be doing sit-ups.
2. RC fliers tend to have larger thumbs. Problem: There is no known association between cardiovascular fitness and large thumbs.
3. RC fliers often bend down or squat near their airplanes. Problem: It has been noticed that once they are down, they have a hard time getting up.
4. Some of the terminology sounds like exercise. For example, sport aerobatics, fuel, or gear. Problem: Terminology in and of itself is insufficient evidence of an adequate aerobic exercise program.
5. RC fliers often are seen walking in the woods. Problem: Generally, they only walk in the woods once a quarter, and that is not for exercise but to recover a downed aircraft.
6. Weight lifting involves a buddy to spot the lifter. Problem: Even though club members use a "buddy box" and often "spot" real airplanes, the concepts involved are quite different than those used in body building.

motions that are commonly used that relate to motions and voting upon them.

1. Motion to Table – This is used to "kill" a motion. The option is always present to "take from the table", for reconsideration by the membership.

2. Motion to Postpone Indefinitely – This is often used as a strategy and allows opponents of the motion to test their strength without an actual vote being taken. Debate is open again on the main motion.

Parliamentary Procedure is the best way to get things done at our meetings. But, it will only work if you use it properly. Allow motions that are in order. Have members obtain the floor properly. Speak clearly and concisely. And most important be courteous to others.

Does Radio Control Flying Qualify as Exercise?

Continued

8. In an exercise program, an individual is known to sweat after about 20 minutes. RC fliers also are known to sweat after about 20 minutes. This is the only assertion where similarities exist between exercise programs and RC flying.
9. People who exercise usually have better eyesight. Fliers often have to see at great distances but generally cannot tell whether the object they are looking at is right side up.
10. Persons involved in exercise programs often are fixated on building the perfect shape. Similarly, RC builders are fixated on achieving the perfect shape, but in this case, we are talking about the aircraft, not the person. The individual may actually be way out of shape.
11. Those involved in exercise programs are concerned about weight gain. RC builders are equally concerned about weight gain, but again the focus is on the aircraft.
12. People who are successful in exercise programs generally work out at the same time of day, five times a week. RC fliers can be found at the field on the same days and times.
13. Conversations among those who exercise regularly often are laced with letter and number combinations, (B-6, B-12, the B complex). Similarly, RC flier conversations contain letter and number combinations (B-52, P-26).

"Everything is funny as long as it is happening to somebody else." Will Rogers

"I never made a mistake in my life; at least, never one that I couldn't explain away afterwards."

Rudyard Kipling

Nail Those Landings

By Dan Stahn

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

Hello fellow members. I was looking through my latest Plane & Pilot magazine. Hang with me for a minute. It had an article about getting set up for landings. It was titled "101 Secrets for Super Landings." I picked out 22 that would apply to RC.

Now you're thinking, 101 secrets, that's a lot. How many things do I need to do or think about to land my airplane? Landings are when you need to concentrate the most on what the airplane is doing and making the airplane go where you want it to go. I'm not going to use all 101 secrets here mainly because they don't all apply. Such as landing on a slope, and using the runway numbers through the windshield to control your glide slope, or even about warning your passengers about moving around during the landing. Or having your radios tuned to the correct ATC frequency before getting in the pattern. You know; stuff like that.

What I have done is to apply those that would help you to place your airplane in the pattern at our RC field as if it were the real, full-scale pattern. Over the years I have used these helpful articles to better myself and to help me make the landing to look much better and hit the runway as many times as I can. Give these a try and see if there aren't any of these secrets that can help you.

1. Have a plan: Don't let the airplane determine your approach. Plan out your landing well in advance. Maybe two or three circuits around the pattern before you make the landing.
2. Visualize the flight path: Think ahead of the airplane and imagine your flight path as a narrow rectangular tunnel with the runway at the end.
3. Keep your downward approach consistent: Put your airplane in the same place every time.
4. Fluctuations in speed are wasting precious altitude and energy.
5. Deploying flaps at too fast of a speed only messes up your trim and you can't keep steady throttle settings.
6. Don't wrestle with it; you make the airplane land.
7. Think centerline: Form a routine where you put the airplane on the centerline of the runway every time.
8. Don't chase the airspeed: Wind gusts can cause air speed fluctuations. Don't chase them; average out the fluctuations by holding the nose attitude steady.
9. Have a go-around point selected: Designate a place on the runway as your touchdown area. If you don't make it, go around. Don't make a bad situation worse.
10. Don't forget to flare: When you are short on final, be thinking of the flare before you touchdown.
11. Make small power changes: It's always best to make small power changes when needed rather than being behind a change and then having to play catch up.
12. Correct flight-path changes immediately: Either speed or position or whatever—if it isn't right, fix it. Don't let needed corrections pile up.
13. Plan ahead: This is very important. Compare where the airplane will go if you don't change anything to where it will go if you do. If they don't match, make it match.
14. Don't fly the pattern too fast: If you fly at a reduced speed, you lessen the chance of missing the runway.
15. Practice approaches: Spend a couple of flights just doing touch-and-gos or complete landings and then take off again. This will help you to get the "feel" for the runway.
16. Think about the rudder as centerline control: Use the rudder to keep the nose ahead of the tail, independent of the ailerons.
17. Adjust for the crosswind before the flare: Use the rudder to keep the nose and tail on the centerline and use ailerons to kill the crosswind.
18. Adjust the landing pattern for the size of the airplane: Small airplanes need smaller patterns. Big and fast airplanes need more room.
19. Don't let the nose land first: If you have tri-gear, hold the flare so you land on the mains first.
20. Don't try to save a bad bounce: Go around and try again.
21. Break the glide then set up the flare: On approach, don't fly into the runway and flare, it will bounce.
22. After a crosswind landing, don't relax the ailerons: Keep the ailerons into the wind until you stop. And use the rudder to stay on the centerline of the runway.

You might be thinking that these hints are not needed when you go out to fly that Pizazz or FunTiger or Ultrastik and that's okay. These airplanes are designed to do tight maneuvers and fly radically and fly slow with small amounts of wind, that's why we like them. But they too can be landed on the runway every time using these hints. It surely helps when you fly the scale or heavy wing loaded airplanes. You might even be able to step up to the next level of airplane with these hints. See you guys at the field.