



The Tailwind



JUNE

DON LEWIS, EDITOR

2008

President: Lonny Johnson Vice-President: Tommy Whitworth
Treasurer: Percy Hallock Secretary: Jeff Jordan
Safety Officers: Bill Pruner, Phillip Elmore, Ron Hogan

Next Meeting on June 20 - Be There!

**NOTICE: JUNE 20 MEETING IS AT THE FIELD AT 6:00
(UNLESS IT RAINS, THEN IT IS AT THE HOSPITAL).**

Be sure to check out the website at www.fly-hrcc.org

MEETING MINUTES

- Meeting was held at field.
- Minutes were approved from April's meeting.

Old Business

- Fellowship Fly-in- Lonnie reported that 29 pilots attended despite uncertain weather. MTTCCA's net revenue was \$126.00. \$335.45 minus 7.5% and HRCC field fencing costs will be sent back to MTRCCA
- No cutting of brush according to army Corps of Engineers.
- MTRCCA needs food service volunteers.

New business

- Shawn is freshening website.
- New HRCC video by Shawn was sent to Channel 3 to be viewed Friday nights at 8:00 pm.
- Shawn has DVD copies of MTRCCA Fellowship Fly-in. Let him know if you want one or go to our website.
- Shawn working on part III of HRCC video. (We all as HRCC members owe Shawn a big debt of gratitude for taking his time, talent, and money to produce these high quality and high impact videos. Thanks from all of us, Shawn. Jeff.)

- There being no further business, the meeting was adjourned, and some of us flew.

TREASURER'S REPORT

Opening balance	\$1,077.73
Income	375.45
Expenses	(82.20)
Closing balance	<u>\$1,370.98</u>

ADVICE CAN BE A VICE

From the Lafayette Cloud Jockey's, Layayette, IN

I broke a propeller the other day. Surprised? I didn't think so. Actually the real shock was that this propeller lasted seven years before breaking it became noteworthy.

Now had I been doggedly flying all those years, this Master Airscrew might have been enshrined on my wall. Such as it is, I will not be keeping it. You see as my propeller broke, so did my airplane. And, just like my first flight lifting off the runway in June 2000, I won't forget my beloved first airplane cart wheeling in the grass.

I will admit to pilot error, but not to dumb thumbs—at least not on this crash. My transmitter chirped a low-voltage warning shortly after rotation and just as I was turning downwind. I killed the engine, called the emergency and attempted to land, but I had lost power and control.

EDITORIAL



Training Issues

We're still having a few problems getting rules enforced.

I was out at the field a couple of Sundays ago, and got into a pleasant conversation with a new pilot (new to the area, not new to the hobby). You all know how I am about remembering names, so don't be surprised that I have forgotten his. It was about 4:00 PM. In the course of the conversation, he told me that this was his second time out that afternoon. He went on to say that he had to leave because a party at the shelter at the west end of the field had set up a soccer game, complete with goals, on the field off the end of the runway.

When I started to tell him that he should have called the Hendersonville Police, he stopped me as said that he did. He said that an officer came in a timely manner and asked him what the problem was. He told him that the party in the shelter was on the flying field and that they refused to move when he asked them if they would.

He said that the police office then went up to the shelter, spoke to a few people there, and returned to the field (walking past the sign stating that the area was reserved for model airplanes not once, but twice). The officer then told my new friend that they had as much right to the park as he did and he would have to wait until they left.

First, there was plenty of room to move the soccer game to the area between the fence line and the road where it would still be reasonably close to the shelter, but off of the field. There was also the entire area up on the hill on the other side of the road. They would not move.

I was shocked. This was obviously not a regular Park Ranger who should know the park rules very well, but you would think that he would have been able to read the sign he passed twice! Yes, I have informed the Parks Department and they are informing the Police Department, but why does something this simple have to be taken to this level?

Thursday night and Friday morning I began to cycle my flight batteries. I planned to bring only three airplanes and transmitters. Had I stuck to the plan, charging at 1/2C and discharging at 1C, I would not be ready to fly. In an 11th hour fit, I thought of buying an additional cyclor.

I didn't have much cash so while I looked for a deal I got free advice. Honestly, it was sound, good advice. "There's no need to cycle your NiHM batteries. Just charge them before use." Originally I protested, but choose to follow since I had lots of batteries and could swap if needed. And, as it turned out, a swap was made.

My first flight with the Eagle 2 ended abruptly as my transmitter voltage dropped slowly away. So I made my second flight after replacing my transmitter batteries, but with an equally bad pack. No—let me say it was a worse pack – worse because the power curve on this pack wasn't going to tail off slowly. This pack's discharge dove over a cliff.

While I was collecting advice there was one detail that was left unspoken—a detail that might have saved my airplane and propeller.

I don't fly as much as I'd like to and, as a result, my packs were an unknown quantity. Would these batteries hold, or deliver, a charge? No one could know, but cycling would have clued me.

Years ago I remember working in my camera store and a very nice, older lady needed advice. I questioned her at length about her needs. Finally, now frustrated, she asked me why I kept questioning her. Answers! She wanted answers! Not more questions. My response: I want to be sure I'm giving good advice.

Advisees are often told to "consider the source." Shall we too add: Advisers consider the audience.

If these people had set up a soccer game on one of the softball fields, or on a boat ramp, would they have been allowed to prevent a softball game from being played? Or make someone wait to launch their boat for a couple of hours? I don't think so. I hope this officer has been instructed that when an area in the Park is posted as reserved for a particular activity, that that activity has priority over any other activity unless it has been officially reserved for a special event approved by the Parks Department. I also hope that if any of us are in that situation we know to contact the Parks Department directly if the office who arrives on scene does not understand the rules.

Looks like we still have some training needs...

That's my opinion - it oughta' be yours! ☺

LETTERS TO THE EDITOR

I will welcome any member to submit an opinion in writing so long as it is civil in its expression (I reserve the right to make that determination). You can email your letters to the editor to me at Don_Lewis@comcast.net, or just give them to me at a club meeting.

Hey Guys.

Somewhat by accident I got in touch with Dave in California that has set up an internet forum for building T-28's. Seeing as I'm building one and he is to we got to talking mostly about T-28's. He has provide me with a wealth of information about this airplane. Well today he asked if our club would be interested in setting up a forum on his site at no charge to us. In fact he doesn't charge anything for being on the site. The address is <http://t-28-trojan.com/smf/index.php> if you want to take a look at it. I have my T-28 thread on this site and you can see some of the pictures of it. I would like to discuss this at our next meeting. This would allow us to discuss various thing about what we are doing, ask questions and hopefully get good answers about things we would like to know. All we would have to do is put the link on our web page. We can restrict to members of the club only or what ever you would like to do. So give it some thought and let's discuss it at the next meeting.

Lonnie

NOVICE NUANCES – ARF ASSEMBLY TIPS:

- When you start your engine, look at your watch and keep track of time. After flight, check fuel level to judge maximum available flight time.
- Do not reach over propeller to adjust needle valve do it from the rear of the propeller. Do not position yourself (or others) to the side of a rotating blade. It could fail on run-up or kick up debris.

WHY DIDN'T I THINK OF THAT?

Cutting Dowels Straight

When cutting a dowel, it's easy to make the cut crooked. To help ensure a nice 90-degree end, especially on larger diameters, try rolling the dowel into the band saw or scroll saw blade.

Firewall Fuel-Proofing

Firewalls of planes are normally coated with epoxy to help prevent fuel and oil damage to the wood. On planes with no cowling, apply a coat of epoxy on the firewall after you cover the plane with film covering. Make sure the film overlaps a little onto the firewall. This way the epoxy seals the edges of the film covering. Besides, most film adheres better to wood than epoxy, so that's another plus.

NEW PRODUCT!

The KMP Skyraider
By John Reid

The KMP Skyraider looks fantastic on the ground and in the air.

The fellow pilots at the field were amazed at the scale details, and that the plane was an ARF I didn't spend months building. The Fuji engine was a good



match for the plane and had plenty of pull for healthy performance. A 1.50 to 1.80 4-stroke engine would also fly the plane with authority. The plane has excellent flight characteristics and will please intermediate and advanced pilots. It takes a little longer to put together than the typical ARF, but the rewards are well worth it. .

The model is completely covered and detailed and looks amazing straight from the box. The fuselage is covered in fiberglass and the paint job looks fantastic very similar to the real thing. For the wings, the consumer is given two options: a standard balsa-constructed wing covered in Solartex covering, which we used, and the other option is a wing covered in Kevlar sheeting that has details of all the wing rivets and similar markings, but adds a considerable amount to the kit's cost (an additional \$330). However, if you are looking for such detail, that is the way to go. Retracts are another option and are worth the cost, in my opinion. All the hardware is included, but certain clevises and rods did not seem to fit, and I used spares to finish the kit. This is a trivial matter, and was easily resolved.

Look for a full review in the September issue of *Model Airplane News*.

For more information, visit: www.modelairplanenews.com

TECHNOLOGY

What You Need to Know About CyA

From Model Airplane News

CA loses its potency if exposed to high temperatures for extended periods of time. Don't store CA in any areas that are exposed to summer heat, such as the car trunk, toolbox, or near a window. CA becomes thicker and darkens with age.

CA is non-toxic. CA fumes are vaporized cyanoacrylate monomers. They will irritate sensitive membranes such as the eyes, nose and throat. The moment the fumes touch the membranes, they are polymerized by body moisture and become inert. They never enter internal body systems. If you're sensitive to CA's fumes, try using odorless CA.

The only thing that can be added to thick CA to thin it is thin CA. Any other thinner will quickly harden the glue.

Use only odorless CA on white foam. Test accelerators for foam compatibility. Don't use too much accelerator on foam; it will generate excess heat when the CA cures and may cause the foam to melt.

Most CA has a shelf life of about one to two years. This can be extended by keeping it out of the sun and stored in a cool, dry place. Moisture shortens its shelf life; don't store CAs in very humid environments such as damp basements.

SAFETY TIPS

The Importance of a Caller

A caller is perhaps the pilot's most useful tool in practice and competition. The caller stands directly behind the pilot during the sequence and helps guide the pilot through the flight. A caller has many functions, the most obvious being to call out the next maneuver. Yes, even if you have practiced your sequence a hundred times, you will be amazed at how absent-minded you can become in front of a set of judges.

A good caller will not only call the maneuver but will also help you see things in your flight that you may miss. You may not notice that you're losing heading or elevation, but a good caller will. A great caller will do all of this and tell you the transmitter input to correct your mistake. For example, if you exit a maneuver and seem to be heading away ever so slightly, your caller may tell you, "left rudder; you're heading out." It is perfectly legal for your caller to tell you anything you want during a sequence. Though some may find it distracting, many see it as a great advantage especially if your caller is another competitive pilot.

SOMETIMES YOU JUST HAVE TO LAUGH...

A very knowledgeable modeler with a know-it-all arrogant attitude challenged club members that he could answer any model related questions. For a small \$5 bet, he would go around and ask each member to ask one question. If he answered wrong, he would lose the bet. True to his words, he could answer all questions until finally no modelers would take up the challenge.

Always on the lookout for a new victim, one day the arrogant modeler came across a new novice member. "I challenge you that we will take a turn to ask model-related questions," said the modeler. "But because you are a novice, if I can't answer your question, I'll pay you \$100 dollars. But if you can't answer my question, you'll pay me \$5."

The novice just wanted to get on with his flying and refused the bet. However, after repetitive, annoying words from the arrogant modeler, the novice just wanted him off his back so he accepted the bet.

The novice asked his question first: "What airplane has five wings, three tails, and one aileron, fitted with only an O.S. 28 and can go up to 250 km/h?"

After a long thought, the arrogant modeler concluded for the first time, he did not know the answer and paid the novice \$100.

"So what's the airplane called?" asked the arrogant modeler.

"I don't know," said the novice. He handed over the \$5 and pocketed the remaining \$95 for himself. Then he got on with his flying!

PRODUCT REVIEW:

3D HOBBY SHOP'S 55" YAK 54

It is quite amazing how many airplanes that [3D](#)



[Hobby Shop](#) has introduced to the RC community in the last year. Their ever-popular 47" line of aerobatic airplanes have revolutionized the small electric arena. They also introduced their first .40 sized electrics with the [55" Extra 300 SHP](#) and the [55" Katana](#).

But the newest airplane in the 55" line of 3D Hobby Shop arsenal is the gorgeous looking [55" Yak-54](#). The 3D Hobby Shop 55" Yak-54 has great scale lines and the very distinctive bubble canopy and round cowl which makes it easy to identify among other airplanes. 3D Hobby Shop has pulled out all the stops on this 55" beauty including the use of the "Stoops Airfoil Design" which makes the wing platform extremely stable and forgiving. The Yak-54 comes with fully airfoiled tail surfaces which adds a tremendous amount of pitch authority for those wild and crazy 3D maneuvers but also makes the Yak-54 track extremely well during precision flight. With the included high quality and complete hardware pack and thorough manual this airplane goes from box to flight-ready in only a few short hours.

The [3D Hobby Shop 55" Yak-54](#) has been an absolute blast to build with its ease of construction, complete hardware package and top-notch flight performance. The 55" Yak-54's flight performance and excellent flight characteristics allow it to be setup to fly exacting precision or heart thumping DOD (down on the deck) 3D maneuvers. This really makes the Yak-54 a terrific airplane for anyone who is looking to get into a semi-scale .40 sized electric airplane.

For the complete review please visit:

<http://www.rcgroups.com/forums/showthread.php?t=776142>

THE LIGHTER SIDE OF R/C



Don't you just hate those inverted servos

YOU MIGHT BE AN R/C MODELER IF...

By Bill Atkins, Byron, GA

- ...You always keep a supply of paper towels and Windex but never clean your car windows.
- ...Your dad is looking for his padlock and find you are using it for balance weight.

BARGAINS YOU CAN'T PASS UP

New Something Extra built from kit. Install radio equipment and engine and fly. \$135.00

Bill Carroll 615-824-1982

Goldberg Ultimate 300 Built from kit. Cowl has been cut and may need to be replaced - everything else new. \$200.00

Bill Carroll 615-824-1982

WANTED!

Supershrink Coverrite – Call Percy Hallock -
(615) 264-3619