



Skyhawk Report

April 2005

Next meeting is Monday, April 18th at Perkins Restaurant, 1455 Woodruff Road
6:30 for Dinner Meeting Begins at 7:30

President:	Tom Holmes	233-1912	Tholmes345@mindspring.com
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Quotes of the Month

Tower: "Delta 351, you have traffic at 10:00, 6 miles!"

Delta 351: "Give us another hint! We all have digital watches!"

NY Center: "TWA 2341, for noise abatement turn right 45 degrees."

TWA 2341: "Center, we are at 35,000 feet! How much noise can we make up here?"

NY Center: "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

A DC-10 had come in a little "hot" at San Jose's international airport and thus had an exceedingly long roll-out after touchdown:

Tower: "American 751, make a hard right turn at the end of the runway if you are able...If you are not able, take the Guadeloupe exit off Highway 101, make a right at the lights and return to the airport!"

New Members

Three new members were voted into the club at the February club meeting:

Robert Johnson (Novice)

Brian Hays (Novice)

Bob Johnson (Long time flyer returning after a hiatus)

Welcome! Hope the temperature climbs a bit and the wind dies down so we get to meet you!

Upcoming Events

In March (at the meeting on the 21st) Tom Holmes will share some of his secrets on the use of home made tools. This one will be truly special since Tom's mentioned he has used the same epoxy mixing stick for the past *twenty years!*

There is a Flying Event in Sevierville, Tennessee on June 11th & 12th. All types of aircraft are welcome. The event will be located at the Tennessee Museum of Aviation. AMA members will be allowed in free of charge, all others \$10.00. For further information please call Dave at (865) 453-9220.

Communications

Dear Fellow members of WCRC:

Since I've accepted the role of Club Safety Coordinator, I keep hearing the words of my dear mom: "Russell! (In that tone only a mom has) it's all fun and games until someone loses an eye." By some miracle of fate I still have my depth perception. Then I started wondering what would be the best description of the job. Webster's Dictionary defines the term "wet blanket" as one that quenches or dampens enthusiasm or pleasure. And my college professors said I'd never amount to anything! This isn't how I want to prove them wrong. Roget's Thesaurus relates the word "nag" as to harass and bother. This is not how I want to do things either. Besides, I wasn't issued a Sheriff's badge and six-shooter when I volunteered for the job. What I would like to do is help everyone enjoy the hobby safely. Newcomers can benefit from the sometimes painful mistakes of others. The word "others" in this case refers directly to me. As most everyone knows, I am far, far, far from prefect. Experienced fliers can help each other as well as newcomers. I'm glad to see that this is definitely the case at our field. We have a great group of people in our club.

I know addressing safety can be a real drag. A lot of it is simply paying attention to what we are doing, and when we are doing it. I managed to hose myself down with 15% nitro one day. I wasn't paying attention while de-fueling my plane and moved the switch on my fuel pump in the wrong direction. My mouth happened to be running before the pump was turned on. Fuel squirted out of the tank pressure tube like Old Faithful! Raw fuel was all over the plane, the ground and me! (Mea Culpa, too!) Luckily, there was no fuel in my eyes. The only damage was a mess to clean and my pride was hurt. So after using a few "choice" adjectives to describe myself, everything was okay.

I must admit that I do have a few pet peeves about safety. The big one is taking off from the pit area. Though it doesn't happen often, I cringe every time I see it. This includes those high speed taxis from the pit until the front wheels get to the runway and then up elevator is given to the plane. We have 2 good runways which serve the dedicated proposes of take offs and landings. The pit area is for preparing our

models for flight and post flight maintenance. We need to use these areas for their intended purposes only, not vice versa.

There is something I would like to ask of everyone. If you have any suggestions on how to maintain or improve the level of safety at the field, please tell me. So far we have enjoyed our hobby without any major incident. Let's keep up the good work and most of all, have some fun.

Remember, gravity never takes a vacation.

Russ Stiles

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This Month's Special

F-18 Hornet breaking the sound barrier:



Explanation:

A conically shaped high pressure surface is formed by objects traveling faster than the speed of sound in a medium, e.g., a jet flying through the air.

This cone is caused by the sound source (jet engine) traveling faster than the sound waves that are produced by it can travel.

The result is an "envelope" of overlapping circles ("sound wave crests"), each with its center lying ahead of the last sound crest. That envelope is conically shaped with its point at the actual sound source. Lying just inside this conically shaped sound pressure wave (above ambient pressure) is a similar, conically shaped surface of below-ambient pressure air ("sound wave trough").

Mea Culpa

Russ's point above about "paying attention to what you are doing" is right on. Just last week I was taxiing in the pit area to my takeoff position on the left end of the main runway. Plane running good...idle settings perfect...tail wheel steering the way it should...engine responsive to the slightest throttle input. "Life is good!" was the thought that crossed my cerebral cortex. Without warning, intention, conscious cognition (can one have "unconscious cognition"?) the engine went to about half throttle and took off like a bat toward the flight line! After of year of being out at the field some things have become sort of automatic and I was able to shut the engine down immediately and avoided any potential mishaps. For some unknown reason my left thumb brushed the throttle, moving it forward without any intent on my part, but move forward it did! So, I've learned "intent" ain't the be all and end all of R/C flying. Conclusion: Attention is the Mother of Prevention!

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