



Skyhawk Report

December 2011

Next meeting **Wednesday, December 14th** at **Fatz Café** 1145 Woodruff Rd.
Dinner at 6:30 Meeting Begins at 7:30

President:	Mark Sumner	770-3355	marksumner@charter.net
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Dues! Dues! Dues! Dues! Dues! Dues! Dues! Dues!

Quotes of the Month

“When cannibals ate a missionary, only then did they get a taste of religion”
- **Musings of an Old RC Guy**

“A sign on the lawn at a drug rehab center said: 'Keep off the Grass.' ”
- **Anonymous**

“The man who survived mustard gas and pepper spray is now a seasoned veteran.”
- **My Father-In-Law**

New Members

At the November 21st club meeting two new members were admitted:

Dewey Tarwater, who is a Novice, and
Jacob McAbee Jr., also a Novice.

Welcome to WCRC gentlemen!

Communications

- At our November 12th “Sorta Kinda Fly-In” an extraordinary thing happened. A fellow most of us have never met, Bob Johns, donated six, count ‘em, six airplanes for distribution to club members. Bob is an ex WCRC member from years and years ago, yet he still remembered our little cadre of pilots. And, the members who “won” the lottery wished to express their appreciation to Bob for his generosity, and requested his address. So, here it is:

Bob Johns
113 Chestnut Drive
Greer, South Carolina 29651

The winners of said lottery, and the planes they took home, are:

Ted Schenstrom	Sig Kadet w/O.S.40 4-stroke
Bob Johnson	Sig Piper Cub w/Enya .53 4-stroke
Byron Combs	Swizel Stick w/Enya 2-stroke
Jacob McAbee	Sweet or Ugly Stick
Johnny Floyd	Bill Evans Simitar Kit
Mark Sumner	RCM Trainer

Congratulations, guys! And to Bob, a heartfelt “Thank you, sir!”

- Byron Combs was elected to the post of Vice President of WCRC for the 2012 year. Congratulations, Byron, we look forward to your participation! Mark Sumner remains our president and Steve Dunann will continue his good works as Secretary/Treasurer.
- At the November 21st club meeting those present voted to approve a dues increase for all members. The new fees will be:

Adult Membership: Previous \$80.00, New \$100.00.
Retired Membership: Previous \$40.00, New \$60.00.
Family Membership: Previous \$100.00, New \$120.00.

The new fee structure is effective January 1st, 2012. Members are asked to pay their dues as soon as possible commencing December 1st, 2011.

- Please pay special attention here! The normal date for our December meeting would have been on the 19th. However, *Fatz Café* has previously reserved “our” room for that date. Consequently, the December meeting date has been changed to **Wednesday, December 14th** at the same place. Not only that but our meeting on the 14th will (sigh) once again revolve around the WCRC “Yankee Swamp Meet”. That’s the annual folderol at which we exchange Christmas gifts ... sort of ... and it usually turns out to be a lot of fun. Just bring an RC-type gift with a value of \$15 or more and give it to someone else who will in return give you one which, uh, could be taken away!

Upcoming Events

Nada. Naught. Zip. Diddly Squat. Nuttin'. December is a complete "bust" in the Southeast when it comes to Rc-ing!

Huh?

Well, I finally did it! And, boy, am I proud! A couple of weeks ago I accomplished something I have seen only one other time. That "other time" was courtesy of Eric Meyers. See, I managed a "Full Speed Touch-And-Go"! Are you proud? **ARE YOU PROUD?** You should be! That one's a toughie. You know, full speed, exceedingly close to the ground, touch the wheels on the runway and race for the sky. My little Yak 54 must have been doing 80 or 90 MPH when its wheels touched, and she sprung back towards the clouds, bound for glory! And then ... uh, oh. I noticed something a bit odd. There was a kind of a "crack" like sound and I saw the landing gear had stayed there on the runway, right out where everybody could see it. I was mortified, of course, primarily because I was not planning to do a "Full Speed Touch-And-Go". I was just planning to get real low and impress everybody with my fly-by, but the variable winds had other ideas.

So. My plane was flying OK and I brought her around, made my approach and chopped the throttle to "like quit" you know? Only the engine didn't quit, I'm guessing because I adjusted the throttle idle mixture before takeoff but didn't think about checking out the travel setting on the throttle servo after that. So, my engine didn't quit but rather just went into idle mode. "No worries", I thought, and brought that Yak in for a perfect landing. Perfect, that is, just before my idling prop hit the runway and all Hell broke loose. The landing gear departure had pushed the wheels back into both wings and tore the landing gear block right out of the fuselage. Then when the plane "touched down" the idling prop hit the turf and tore the firewall completely out of the plane.

I've now restored the Yak back to its original condition but, darn, I wish that hadn't happened. Therefore, if you plan to replicate my feat ... don't! My guess is that Eric Meyers is the only member we have who is capable of doing that, at least once or twice ...

This Month's Special

Uh, got any Cokes in there?



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