



Skyhawk Report

December 2010

Next meeting Monday, December 20th at Perkins Restaurant, 1455 Woodruff Road
Dinner at 6:30 Meeting Begins at 7:30

President:	Mark Sumner	848-3289	skifreaksumner@bellsouth.net
Vice President:	Jim Giannico	877-8899	jdrmotorwo@aol.com
Secretary/Treasurer:	Steve Dunann	676-9118	sdunan@charter.net

DUES! DUES! DUES! DUES! DUES! DUES! DUES!
(Due by December 1st)

Quotes of the Month

“You can't live a perfect day without doing something for someone who will never be able to repay you.”

- John Wooden

“Clean it, if it's Dirty. Oil it, if it squeaks. But: Don't Screw with it if it Works!”

- USAF Electronics Technician

“Why do we put suits in garment bags and garments in a suitcase?”

- Ramblings of an Old Guy

“I wonder if other dogs think poodles are members of a weird religious cult.”

- Rita Rudner

New Members

My mistake! I was filling in for Steve as Treasurer at the November 15th club meeting. I had Arnold Polikoff's application with me, which included his AMA Membership Notice, and the application indicated he has paid his dues. Yet, inexplicably, I did not call for a “welcome vote”. That's not good! So, I hereby admit Arnold to the club, without a vote because, well, I can! Welcome aboard, Arnold!

Communications

- Dues is due! I know, I KNOW! Dues is a pain in the patuty. But, without dues, a couple of things will happen. First, the club cannot run without dues. And, second, you cannot fly unless the dues is paid! So. As I am certain you are aware, if dues ain't paid by the end of December ... dues goes up! And if that happens, well, let's just say you gotta pay more in January!
- Elections were held at the November 15th club meeting for officers who will serve during 2011. The results are:

President: Mark Sumner
Vice President: Jim Giannico
Treasurer: Steve Dunann

Congratulations, gentlemen! I am sure all are aware that this will be a great team, and we look forward to a really good year!

- Also at the November club meeting members agreed that the annual WCRC Spring Fly-In will be held on April 30th, 2011. Mark Sumner will be the Contest Director. Additional details will be reported as that date approaches.
- Club Members agreed the Annual Christmas Party will be held at the next regularly scheduled club meeting on December 20th. "The Party" will include the usual "Yankee Swap Meet" (That raucous, undecipherable "gift swap" thingy that somehow is repeated annually!). Minimum value of gifts is to be \$15.00, and all gifts *must be* RC-related presents (e.g., ties with "RC" written on them don't really count as gifts).

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Upcoming Events

- There are no AMA sanctioned events scheduled for the month of December in South Carolina. Gee! There's a surprise!

- However, *ta da!* WCRC members have been invited to attend the “Frosty Dog” Fly-In at Triple Tree on January 15th. This will be an electric-only event. No landing fee, but attendees are asked to donate \$7.00 each to help defray luncheon costs. This one should be a hoot! Don’t miss it, although the term “Frosty Dog” should provide a hint as to the expected Winter conditions!

Huh?

Well, let’s see now. What happened in November I can regale y’all with? Gee, not much, I guess. A couple of guys had the trees at the left end of the runway reach up and grab their planes on approach, although those planes seemed to be repairable, so not too bad. I still can’t get that little Fuji 43cc gas engine to run right, but that’s nothing new (although I would like to see the Edge 540 it’s attached to fly!). What else happened? Oh! Now I got it! Yeah, that’s the ticket, *batteries* (I know ... yawn, again!). But, we should not and cannot, ignore the condition of our batteries. I’ve been flying an Aeroworks Yak 54 with a 72” wingspan. It uses JR 8411 servos (which can draw quite a bit of power in some of my more “interesting” flights) and has performed extremely well for a couple of months now. That l’il bugger will hover really well, has plenty of power from the Webra 1.20 engine to “pull it out”, performs really nice snap rolls and slow rolls, knife edges real pretty-like and handles like a dream. Good plane, and I can recommend it to anyone. Yet, I noticed a couple of weeks ago that after a few days of “no action”, when I put my Sentry Li-Po/NiMh Battery Capacity Gauge (that’s the Voltmeter I use) into the switch socket it would initially read maybe 6.2 or 6.4 volts and yet, when I pressed the button which actually causes the meter to read the voltage under a .5 Amp load, the LCD screen would indicate “4.5 Volts”. “Strange”, I thought, “I had better charge the battery”. So, I’d connect my charger to the 2700 maH NiCad battery switch, set the charger to 1.0 Amp charge rate, and let ‘er run until the charger beeped and told me everything was A-OK. And, sure enough, when I put the Voltmeter on it, it showed “6.4 Volts”. So, I flew, confident with the knowledge that my “meter never lies”. And yet ... I would check the battery condition after each flight (I’ve taken to doing that every time now, especially with those 8411’s) and the meter would show “6.2 Volts”, under a .5 Amp load, so I’d fly again. And all was fine. Then, I’d put the plane away, pack up my gear and go home for “Jack Hour”. And, three or four days later when I got to the field and assembled my plane, I would again check the battery with the Voltmeter. Same result as before: initial reading was “6.3 Volts” but under a load it came up “4.7 Volts.” Now, I *AM* crazy, but I’m not stupid. Something was wrong here (NiCads, especially, should not drain off that much power in a couple of days). So, I put the plane away, flew another one, had a great day and went home. A day or so later I changed out that NiCad battery pack. Why? Well, because if a battery acts “irrationally” I have to assume the battery is either going bad, or is already bad, that’s why. And, I cannot see running the risk of cracking up a plane worth, maybe \$1,000 plus, because I did not “listen” to the warning

signals. And, I believe, that battery pack was “warning” me. So, the lesson I learned is, don’t take any chances with a battery pack that is telling me “I ain’t got much left!” So, there ya are. I think we should all listen to what our planes are trying to tell us, even if we “really want to fly” that day! Better to save your airplane than to wreck it for the sake of a \$25 battery!

This Month's Special

Uh, oh! Uhhh, hey Cap'n...



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