



Skyhawk Report

January 2012

Next meeting January 16th at *Fatz Café* 1145 Woodruff Rd.
Dinner at 6:30 Meeting Begins at 7:30

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Dues! Dues! Dues! Dues! Dues! Dues! Dues! Dues!

Quotes of the Month

“Marriage is very difficult. It’s like a 5,000-piece jigsaw puzzle, all sky”
- **Cathy Ladman, comedian**

“A superior pilot uses his superior judgment to avoid situations that require the use of his superior skill”
- **Aviation Proverb**

“Adults are always asking children what they want to be when they grow up because they’re looking for ideas.”
- **Paula Poundstone**

“I never panic when I get lost. I just change where it is I want to go.”
- **Rita Rudner**

“No snowflake in an avalanche ever feels responsible.”
- **Stanislaw Jerzy Lec, writer**

New Members

Since the last meeting incorporated the annual Christmas Yankee Free-For-All Swap Meet, no new member applications were on the agenda.

Communications

- Please remember to pay your 2012 dues before the end of January, or else penalties will apply. Now I have to mention here that one of our club members is currently serving a stint for the military in Afghanistan. He told his mother to find out when dues were due so he could get his check to Steve Dunann on time! If he can do that ...
- We've had some calls about where the dues should be sent. So, here's the answer:

WCRC Skyhawks
2607 Woodruff Road
Suite E #106
Simpsonville, South Carolina 29681

Upcoming Events

Well, it's winter here in the South so nothing going on having to do with Radio control anything ... except I'm sure Mac Hodges will have a few weekends set aside.

However, at the November club meeting we scheduled a fly-in for the end of March: WCRC April Fools Eve Fly In March 31, 2012. We'll keep everybody up to speed as the date approaches.

Huh?

I mentioned a couple of months ago that I discovered my O.S. 1.60, which powers my Extra 330S, had developed a problem. Seems the front and rear bearings had gotten really tired and squeaked for replacement. I didn't really feel bad about that, in fact I figured that was actually a good thing. See, I've never been able to keep any of my planes in flyable condition long enough to have burned up a motor! Then, in early December I was starting the Webra 1.20 that pulls my little Yak 54 along. I put the starter motor on the spinner and well, to put as fine a face on it as possible, the starter turned but the propeller did not ... and that was not

because there was any oil inside the rubber cup on the starter. No, no, that 1.20 froze up so tight we couldn't turn it even using the propeller. When I got it apart, I noticed there was a little sliver of metal jammed between and piston and the inside wall of the cylinder sleeve. So, that's two! Again, I concluded, "Wow, that's the second time my planes have outlasted my engines! Pretty cool!" It took only a few seconds to self-opine, "Wait a minute! Have I gone from replacing my planes to replacing/repairing my engines? Perhaps, I'm missing something here ..." I use good fuel and always follow the manufacturers' recommendations as to nitro and oil content (even when they distinguish between synthetic oil and castor oil). I always run the engine to drain remaining fuel from the engine and tubing before I pack up. What could I be doing wrong? Flying the same plane too often? Flying my planes too hard (heh, heh ...)? I don't know, I really don't. But, it's all OK because spending \$30 or \$40 to put some new parts in the motors, to my mind, is superior to spending a few hundred bucks and/or all that time to replace or rebuild the planes I've put in the dirt!

This Month's Special

"Uh, Lieutenant, NO ... er ... Sir! See, that's why we have those little wires laid out on the deck ..."



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