



Skyhawk Report

July 2010

Next meeting Monday, July 19th at Perkins Restaurant, 1455 Woodruff Road
Dinner at 6:30 Meeting Begins at 7:30

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|----------------------|-----------------|----------|--|
| President: | Gerhard Ullmann | 238-8087 | gerhard.ullmann@charter.net |
| Vice President: | Richard Guthrie | 325-7717 | rich.guthrie@att.net |
| Secretary/Treasurer: | Steve Dunann | 676-9118 | sdunan@charter.net |

Editor's Note

I think "support" should be recognized. I write that because what I witnessed at the WCRC June Fly-In was absolutely astounding! We had more than 35 pilots and the number of spectators exceeded that. Both those figures represent all time highs! From what I saw EVERYBODY had a terrific time and we even enjoyed ourselves despite the hot and humid conditions. Thanks, guys! Y'all made this Fly-In one to remember!

Quotes of the Month

"I used to eat a lot of natural foods until I learned that most people die of natural causes."

- Anonymous

"My mom said the only reason men are alive is for lawn care and vehicle maintenance."

-Tim Allen

"The closest I ever got to a 4.0 in college was my blood alcohol content."

- Anonymous

"Doesn't 'expecting the unexpected' make the unexpected expected?"

- Ramblings of an Old Guy

New Members

At the June 21st club meeting we welcomed two new members: Charles Allen and Dominic Genovese. Both are novices ... for now, but not for long! Welcome to WCRC gentlemen!

Communications

- The club's profit from the Fly-In totaled almost \$800, the most ever.
- I'm sure everyone noticed that our shed now contains extra electrical outlets, the fans have been completely rewired and it all looks really professional! So, a special thanks goes out to Scott Capps for doing all the work!

mwreece@charter.net

Upcoming Events

Well, this is kinda weird. There are no, absolutely no, AMA-sanctioned events in South Carolina for July 2010. None. Nada. Zip. There are sanctioned events in most other states in July, but not ours. I wonder ... why?

However, our friends at the Blue Ridge Radio Control club will be holding a "Fun Fly" in August. Here are the details:

**BRRC Invites you to
FLY WHAT YOU BRING**



Saturday August 28, 2010. Registration 8:00AM. Flying 9:00AM-6:00PM. Landing Fee \$10. Food available for those with discriminating taste. Water available, Campers welcome, no hookups. Electricity available for charging. Sponsored by Blueridge Radio Control Club. At the Blueridge Field. See web site <http://www.blueridgeradiocontrol.com> for directions. Contact Contest Director: Paul Finn, 612 Nichole Place, Greer, SC 29651. Phone: (864) 895-1156. E-mail: candpfinn@att.net.

Huh?

Did you know that humidity, in the presence of a hot day, makes the air feel like an oven? Didja? Since the end of May temperatures have only been between about 80 degrees and 90 degrees but out at the field it feels like a lot more than that and that makes it not as much fun to fly! Even with the relative humidity at around only 45% or 50%, this old guy feels like he's been to a sauna. Thank goodness for the fans in the shed because without those, why would anyone go out there? I dunno ...

What I have also noticed is that temperature and humidity can change, fairly quickly, during the few hours I'm out there and that may change how our airplanes' engines perform, even between flights, depending on the engine you are using. Therefore, I have taken to checking my engine's performance (RPM, thrust, stable engine note) almost every time I want to "go up" on those kinds of days. Usually, at least for the planes I fly, any adjustments required should be tried on the "high-end" needle before monkeying around with the idle mixture, although it may be necessary to adjust both since changing one may also affect the other. I do that by measuring the engine's RPM with a tachometer on the bench. Then, I advance the throttle to "full", and hold the plane up to a vertical orientation. If I hear a drop in RPM that lets me know that the air-fuel mixture is perhaps too lean (or, sometimes too rich, I haven't figured that one out yet) but I then know that the air density has changed somehow and that the air/fuel mixture should probably be changed. I repeat this procedure until I get the maximum engine RPM possible and don't hear any change in engine note when the plane is held vertically. When that's done, I will richen the mixture to the point where the RPM's are about 300 to 400 below the maximum to insure that the engine doesn't lean out in the air. Better to spend a bit of extra time on the ground than having one of those irritating dead stick things.

This Month's Special

"Wheeee!"



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Dennis Sargent
dsargent6884@charter.net

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WCRC Skyhawks
2607 Woodruff Road
Suite E #106
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