



Skyhawk Report

March 2011

Next meeting Monday, March 21st at Perkins Restaurant, 1455 Woodruff Road
Dinner at 6:30 Meeting Begins at 7:30

President:	Mark Sumner	770-3355	marksumner@charter.net
Vice President:	Jim Giannico	877-8899	jdrmotorwo@aol.com
Secretary/Treasurer:	Steve Dunann	676-9118	sdunan@charter.net

Quotes of the Month

“I married a Miss Right. I just didn't know her first name was Always.”
- Anonymous (For obvious reasons!)

“Do Lipton Tea employees take coffee breaks?”
- George Carlin

“Why do they put up pictures of criminals in the Post Office? What are we supposed to do, write to them? Couldn't they just put the pictures on postage stamps? That way, mailmen could look for them while delivering the mail!”
- George Carlin

“I was in the desert, looking for dessert when my camel deserted me while I was lighting a Camel!”
- Puns For The Educated Mind

New Members

Two new members were admitted to the club at the February meeting. The club welcomed Johnny Buckner and Allen Praytor, both are pilots. Welcome aboard, gentlemen!

Communication

- At the February club meeting a motion was passed to allocate \$300.00 for gravel to be used for surfacing the driveway and the area under the large shed. We're going to need some help from members to level all that gravel. Also, the club needs some help to remove some of the felled trees left behind by those tree-feller type guys. Saturday, March 12th was scheduled for both tree removal and smoothing of the gravel. Please, help us out!
- A Fall Fly- In has been scheduled for October 8th. The "rainout date" will be October 15th. This will be a very special event because the proceeds will be used to benefit a local charity. Our goal is to raise \$1,000 to donate to a charitable organization to be decided at a later club meeting. Jim Giannaco and Mark Sumner will be the CD's.

mwreece@charter.net

Upcoming Events

4/23/2011 - Black Sheep Bottom Wing Fly-In. Join us in a relaxed day of flying your favorite flat bottom wing airplane. To maintain the flat bottom wing theme please leave your jets, aerobatic planes and helicopters at home. Contest Director: Dick Russell. Phone: (864) 847- 4203, Email: drussell1024@gmail.com. Our field is located at 802 Lockaby Road, Pendleton, South Carolina 29642. The 300 foot paved and 600 foot grass runways offer two options for take offs and landings. Food and beverage will be available for purchase. Restrooms and electric power are available for charging. Landing Fee \$10.00; Registration and Pilots' Meeting 9:00 AM; Flying from 9:00 AM – 5:00 PM. AMA Membership required. Website: www.bsrcc.com.

3/4/2011 – 3/5/2011- Perry Swap Meet and Southeastern Model Show. Georgia National Fairgrounds, I-75 at exit 135 Perry, Georgia. The world's largest RC swap show! Doors open 1:00 PM to 7:00 PM on Friday and from 8:00 AM to 5:00 PM on Saturday. Open to all Model Enthusiasts. Over 1,000 tables of merchandise, Hands-on Flying Venues, Raffles, RC Flying Demos, Indoor Electric Fly-In, Control Line Flying Demos and Boat Pond. MECA COLLECTO RV sites available, call (478) 988-6557. Advance table reservations and payment are required, so please make your reservation early. For table reservation call: Norm Deputy at (478) 328-2689, or email ndeputy@bellsouth.net.

Huh?

Well. Here's a new one for ya (I seem to come up with a lot of those!). I've owned a QuiQue Somenzini Pitts Python for maybe a year and a half now. This is a bi-plane that weighs about 30 pounds, has an 85" wingspan, sports a DA 100 power plant, and uses those powerful JR 8611's. This plane will respond to anything the pilot inputs to it! I've flown it a few times out at Blue Ridge, but I just wasn't comfortable trying it out on 417. All those trees you know. BUT, as the trees came down, I felt absolutely giddy about trying it out at our little field. So, on a few of the warmer days I did just that ... with no problems, no problems at all. In fact, it turns out I didn't even have to *worry* about the trees. There was plenty of room to set 'er down, even *with* the trees. I was having a good time!

After a few flights out there my confidence rose substantially, and the plane performed superbly. A couple of weeks ago the winds were up a bit but not enough to concern most pilots, including me. So, I filled the tank, checked the servo batteries and the battery powering the ignition system, checked all the control surfaces and I was ready to get going! The "tail stand" was in the ground and while I had previously used my 24-volt starter to get the DA going, I decided this time I'd do it the old fashioned way ... with my hand. I closed the choke, gave the prop a couple of turns and heard that distinct "pop-pop-pop" indicating the carburetor had fuel in it, and I was ready to go. I opened the choke, gave the prop three or four turns and that engine growled to life. I mean, really growled to life! At full throttle, no less. Then, very quick like, the plane began backing up, knocked over the "tail stand", and, sprinted full-tilt in the direction of my Suburban! I thought, "Huh?" and reached for the transmitter, shut the engine down and prayed. Didn't help. The plane smacked into the side of my SUV, tail end first, and stopped. Now, I know y'all are worried about my Suburban, but it's OK. And, the only damage to the Python was to the tail feathers and the vertical stabilizer ... and Steve Dunann has offered to help me repair those because I AM NOT a builder, I prefer to be simply a flier! So. Not too bad.

However, I made two mistakes (better than my usual three or five mistakes). First, I was flipping the prop clockwise, just like I do with all my other two-stroke engines ... not a good idea on a big gasser! Having said that, when I heard that "pop-pop-pop" with the choke closed the engine whirred counter clockwise so I didn't think anything about it and proceeded to start the motor. Second, I had inadvertently, somehow, without conscious consideration, moved the transmitter throttle stick to full open! Really stupid! Had I done only one of those things, all would have been all right. If the engine had started in reverse, at idle, I could have avoided any issues. Had the engine started at full throttle, but in the counter clockwise direction, the tail stand would have held up.

So. You can make, perhaps, one mistake ... but never two! In fact, no mistakes is always best!

This Month's Special

Wow! The plane has no rudder!



I wonder if this guy cranked *his* propeller the wrong way ...

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