



Skyhawk Report

October 2011

Next meeting Monday, October 17th at *Fatz Café* 1145 Woodruff Rd.
Dinner at 6:30 Meeting Begins at 7:30

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From the Safety Officer

It's been quite a while since safety procedures and club safety rules have been reviewed in our newsletter. This seems as good a time as any to review good RC safety practices, particularly since we are anticipating a sizeable turnout on October 8th which will, no doubt, include more than the usual number of spectators.

PERSONAL SAFETY

1. All Pilots *must* be certified by one (1) Instructor before flying solo. Only [certified] Instructors may teach Novices [or "sign them off"].
2. Do not taxi all the way back to the pit area. Stop after clearing [the] runway "ramps".
3. Do not fly over the pit area, parking lot, or across Highway 417.
4. Do not fly under the influence of alcohol and/or *any* form of drugs [which may impair your judgment].
5. No illegal drugs are allowed on the premises. No alcohol is allowed on the premises.

RADIO SAFETY

6. [All 72 MHz] transmitters must be placed in the impound shed and must not be turned on unless the proper frequency number [on the "pin board"] has been covered by your AMA or WCRC [membership] card.

7. [All 72 MHz] Transmitters must display the proper frequency numbers and a red streamer.

ADMINISTRATIVE AND COURTESY

8. Pilots must belong to the Academy of Model Aeronautics. AMA card must be shown upon request by any club member.

9. Guest pilots may use the field six (6) times during the year, or must join WCRC within one (1) month of their first visit as a pilot. Guest pilots may fly only when a WCRC member is present.

10. Pilots should stand in the area of the flight stations.

11. No engine running before 8 AM, except for scheduled events.

12. Open exhaust will not be allowed on any 2-stroke engine over .10 cubic inches, except a pilot may finish the day if a muffler is lost or broken.

13. Only AMA members are allowed past the wire fence and warning signs, unless accompanied by an Instructor.

14. Runway right-of-way [priority] is as follows:

1st - Dead stick landings.

2nd - Normal landings.

3rd - Hand launch take-offs.

4th - Normal take-offs.

15. Courtesy:

- a. Call out for low passes, take-offs, landings, emergencies or if walking on the runway.**
- b. Direct your exhaust away from spectators and other pilots' equipment.**
- c. Move to the left end of the pit area for extended engine running.**
- d. Pick up your trash, including used rubber bands, and keep the field neat. Report broken field equipment to [any club officer].**
- e. Watch your language around spectators, women, and children.**

16. It is strongly recommended that no one fly alone at the WCRC field.

And finally ladies and gentlemen, above all, please, use plain old common sense! If you are on an active runway, shout it out. If you go dead stick, shout it out. If you are landing, shout it out. If you are taking off, shout it out. Talking to each other on the flight line is safe and can prevent accidents.

Quotes of the Month

“If 4 out of 5 people *SUFFER* from diarrhea...does that mean that one enjoys it?”

- [George Carlin](#)

“Why do croutons come in airtight packages? Aren't they just stale bread to begin with?”

- [George Carlin](#)

“We take English for granted. But if we explore its paradoxes, we find that quicksand can work *slowly*, boxing rings are *square* and a guinea pig is *neither* from Guinea nor is it a pig. And why *is it* that writers write but fingers don't fing, grocers don't groce and hammers don't ham?”

- [Anonymous](#)

“In what language do people recite at a play and play at a recital? How can a slim chance and a fat chance be the same, while a wise man and a wiseguy are opposites? You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down and in which you fill in a form by filling it out! And in which an alarm goes off by going on. And how come we cut a tree *down* before we cut it up?”

- [Puns for the Educated Mind](#)

New Members

There were no new members admitted to the club at the September 19th meeting. We'll hope for better results in October!

Communications

- Don't forget our 1st charity Fly-In on October 8th! We'll be collecting donations for the Alexander Elementary School located in the City View Community in Greenville County. The students here are fourth and fifth graders who come from extremely difficult family and neighborhood environments. If our efforts are able to help even just a handful of these kids become more productive citizens, it will have been well worth it! Please invite friends, relatives, acquaintances and neighbors.
- At the September 19th meeting, club members approved the following prices for non-pilots on October 8th:
 - \$2.00 Each - Hamburger, Cheeseburger or Hot Dog**
 - \$1.00 each - Chips**
 - \$1.00 each - Soda/Water**
 - \$1.00 each - Desert Cake**
- Please remember this, because it's important! During the October 17th club meeting we will nominate those who we feel should be the club

officers for 2012. These are important posts for our little club so be sure to be at the October 17th meeting! Once nominated, officers will be elected at the November 21st meeting.

Upcoming Events

Just like last month ... lots going on in October in South Carolina! It appears, though, that some of the other clubs are *stealing* our October 8th Fly-In date ... and that's a bit rude!

10/1/2011 -- Gaston, SC (C) 9TH ANNUAL JIM CECIL MEMORIAL FLY IN. Site: Club Field. Walter Williams CD PH: 803-939-1476 Email: wwildroot@yahoo.com. Visit: www.congareeflyer.com. Fly whatever you decide to bring, not using channel 20. Landing fee \$15 includes lunch. Pilots choice award. Swap and shop ok. Grass runway 60x600', I-77 exit 1 or I-26 exit 115 to Gaston, turn right at light in Gaston, follow signs. Sponsor: CONGAREE FLYERS.

10/8/2011 -- Reidville, SC (C) FALL CHARITY FLY IN. Site: Club Field. James Giannico CD PH: 864-292-2320 Email: jdrmotorwo@aol.com. Visit: www.wcrcskyhawks.com. Fly what you bring, \$15 landing fee includes pilot lunch. 9:30AM pilot meeting. All proceeds of the event donated to Alexander Elementary School. Visitors welcome, enjoy fun food and watch the flying. Tax deductible receipts will be given for donations. Sponsor: WESTERN CAROLINA RADIO CONTROL.

10/8/2011 -- Gilbert, SC (C) LARKS 15TH ANNUAL FLOAT FLY. Site: Rawls Point On Lake Murray. Paul Bergstrand CD PH: 803-582-8298 Email: paulb.616862@yahoo.com. Visit: www.larksrc.com. Fly with us on beautiful Lake Murray. Registration begins at 8:30AM. A part of the \$15 landing fee supports the Harvest Hope Food Bank and even includes your lunch. Bring your treasures for a trailgate swap too. Sponsor: LEXINGTON AIRCRAFT RADIO KONTROL SOCIETY LARKS.

10/8/2011 -- Piedmont, SC (C) FIRETOWER FLYERS ANNUAL GIANT SCALE FLY IN. Site: Club Field. Joseph Vaughn CD PH: 864-859-2788 Email: jovaunr@aol.com. Visit: www.firetowerflyers.com. 80" mono, 60" biplane, 1/4 scale. Covered pavilion with electrical outlets for charging. Clean restroom, overnite camping, RVs allowed, no hook ups. Landing fee \$15 includes lunch. Directions on website. Reg 8AM, pilots briefing 9:30AM. Early arrivals and info contact CD. Bring that big bird and fly one of the best RC sites in SC. Sponsor: FIRETOWER FLYERS.

10/15/2011 -- York, SC (C) THE FALLEN EAGLE ELECTRIC FUN FLY. Site: Club Field. Russell Merkle CD PH: 980-475-3862 Email: rmerk@carolina.rr.com. Visit: www.yorkcountyflyers.com. Come join the York County Flyers for our annual electric fun fly event. It's an electric only event to celebrate the memories of our fallen brothers. Sponsor: YORK COUNTY FLYERS INC.

10/22/2011 - 10/23/2011 -- Green Sea, SC (AA) GREEN SEA PATTERN CLASSIC. Site: Green Sea Airport. George Asteris CD PH: 856-524-1941 Email: omenga@coast.net. Visit: www.coastalaeromodelers.org. Events 401-406(JSO). Site open for flying on Friday. Sponsor: COASTAL AERO MODELERS.

10/29/2011 -- Piedmont, SC (C) FLY IN FOR CHARITY. Site: Club Field. Paul Finn CD PH: 864-895-1156 Email: candpfinn@att.net. Visit: www.blueridgerc.com. Fly in and swap meet with net proceeds going to a local charity. \$10 landing fee, \$5 swap fee. No size limits "fly what you bring." Food, electric for charging, and water are available. Sponsor: BLUE RIDGE RADIO CONTROL.

Huh?

Hate to do this to you because it's boring. But I'm going to do it to you anyway ... don't know why. Last month I wrote about the problems I was having with my Fuji 43cc gasoline engine. You will remember that at high throttle settings the plane sounded like it was "missing" or something and that after running the engine for ten minutes or so at high RPM's it seemed like a lot of heat had built up inside the cowl (and, actually, the spinner was hot to the touch). And, I stated it just seemed like there had to be an airflow issue to the carburetor inside the cowl. Mac Hodges had suggested that I remove the velocity stack on the carburetor because that might improve airflow. So, I did that, but to no avail.

So. I began to focus on heat buildup inside the cowl, since the engine runs well when first started, but after running for a few minutes the "misses" begin and the engine becomes quite hot. The cowl on my plane has two smallish triangles (about an inch long on each leg) on the front of the upper portion of the cowl, one on each side of the propeller shaft, and only one of them was "open" when I built the plane. So, first I used my Dremel tool to open up the second triangle to get more air flowing around the engine. Second, the muffler on this engine has three exhaust ports and the exhaust tubes are each about 2.5" long, but that is not long enough for the tubes to reach the outside of the cowl. I had previously cut a fairly good size hole in the cowl below the exhaust tubes to get rid of any excess heat but when I removed the cowl I noticed signs of gasoline buildup (the oil I use turns the gas black) on the inside surfaces of the cowl. I concluded that meant that exhaust gasses must be circulating inside the cowl, and that meant more heat circulating inside the cowl. So, I installed three Hobbico heavy-duty nylon exhaust deflectors which carry the exhaust gasses all the way outside the cowl, and which I directed toward the rear of the fuselage. Third I reset the high- and low-end needle valves back to factory specifications.

Back to the field to try again. And ... Whoa! ... significant improvement: the excess heat buildup was gone; the engine ran much better on the ground; and after tweaking the high and low needles a bit, I decided to actually put the Edge 540 into the air. And the engine behaved better than before during flight. There were still some of those "missing" sounds during flight, though so I landed fairly quickly after a few turns around the field, packed up and left for home. I feel like

I'm getting really close, now. So, what's next? I'm going to try re-installing the velocity stack on the carburetor to determine what effect that might have, since the technical folks at Great Planes told me the stack should be left alone. If that doesn't help, I will start looking into the ignition system. I know you just can't wait for more to come!

This Month's Special

Oh, man! How do these guys get away with this?!



Shucks! I couldn't get away with this!

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