



Skyhawk Report

September 2010

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

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

Quotes of the Month

Last month I regaled y'all with the vagaries of the English language. That seems to have been fairly popular so I decided to give you some more:

“The farm was used to produce produce.”

“We must polish the Polish furniture.”

“At the Army base, a bass was painted on the head of a bass drum.”

“They were too close to the door to close it.”

“The buck does funny things when the does are present.”

“The wind was too strong to wind the sail.”

Fun, huh?

New Members

Pilot Arthur Shuster joined our little club at the August 16th Club Meeting. Welcome aboard, Art! Also Ted Schenstrom recently completed his training, has been “signed off” and is now full-fledged pilot. Congratulations Ted!

Communications

- We've decided to have a "Fun-Fly" on Labor Day, Monday September 6th at the field. Fly what you bring (unsanctioned). The club will provide drinks and a BBQ, but you will need to bring whatever you'd like to grill. If the weather cooperates we'll start at 9:30 and continue to fly until the wings fall off.
- Also! Don't forget the WCRC (sanctioned) Fly-In on October 16th at our field. Landing Fee is \$15.00. Lunch for pilots provided (non-flying visitors will be able to purchase lunch). We'll start at 9:00 (yes, in the morning) and quit ... whenever (maybe). Fly what you bring, don't crash anything and don't do nuttin' baffling!

mwreece@charter.net

Upcoming Events

9/10/2010 - 9/11/2010 -- Piedmont, SC (C) GIANT SCALE WARBIRD FLY IN. Site: Club Field. Timothy Murrell CD PH: 864-313-4957 Email: tractornut@charter.net. Visit: www.firetowerflyers.com. Co-hosted by Giant Scale Warbird Assn. World War I and II giant size warbirds in military or civilian paint. 80x1000' grass runway, camping avail, no hook ups, restrooms, power for charging, concessions avail, no channel 20, landing fee \$10, see website for more info. Sponsor: FIRETOWER FLYERS

9/11/2010 -- Eutawville, SC (C) FALL FLY FOR FUN. Site: Rocks Pond. Dennis Martin CD PH: 803-492-9663 Email: dirtybird@embarqmail.com. Come fly with us, limited sites on field, hot hamburgers and soft drinks on field. \$15 landing fee includes pilot dinner. Sponsor: EUTAWVILLE FLIERS

9/11/2010 - 9/12/2010 -- Lake City, SC (AA) LAKE CITY PATTERN CONTEST. Site: Cockfield Aerodrome. Marvin Marozas CD PH: 843-546-8954 Email: mfmarozas@hotmail.com. Visit: www.flyingtigersrc.com. Events 401, 402, 403, 404, 406(JSO). Fantastic flying site. Camping hook ups, nominal fee. Sponsor: FLYING TIGERS MODEL AVIATION

9/17/2010 - 9/18/2010 -- Camden, SC (C) SOD BUSTERS WARBIRD FLY IN. Site: Moder Turf Sod Farm. Forest Morris CD PH: 770-375-5102 Email: scalenut@bellsouth.net. Visit: www.pearnet.com/sodbusters. Giant scale warbird fly in, 80" mono or 60" muti-wing minimum. 1000'x180' Bermuda sod runway. Exit #98 off I-20, go south on Hwy 521 for 7.8 miles to Modern Turf farm on right. Great flying site, flat, smooth, no trees. Campers welcome, no hook ups. No pets please. Sponsor: CAROLINA SOD BUSTERS

9/18/2010 - 9/19/2010 -- Camden, SC (AA) KERSHAW COUNTY FLYERS SUMMER IMAC. Site: Club Field. Roger Marshall CD PH: 803-432-2347 Email: spacewalker@bellsouth.net. Visit: www.kc-flyers.com. Events 411-414(JSO). Sponsor: KERSHAW COUNTY FLYERS

9/25/2010 -- Scranton, SC (C) EVENT OF THE YEAR. Site: Flying Tigers Club Field. Joel Jones CD PH: 843-687-5665 Email: bigstickflyer@hotmail.com. Visit: www.flyingtigersrc.com. 2.4 only. \$10 admission fee (under 10 free), \$10 landing fee, lunch available. Limited RV/camper hook ups, \$20 per night. Tent camping \$10 per night. Power, water, restrooms on site. Field open Friday, night show and supper \$10. Sponsor: FLYING TIGERS MODEL AVIATION

Huh?

It's always something. Problem is, most of us never know in advance what "something" is. I wrote last month about my third "mid-air" collision and the trauma that accompanied. Learning from that experience I ordered up another Extra 330S to replace the one that had met its demise. The Instruction Book indicated it would take 20 – 24 hours to complete building the ARF. Hah! I don't trust the Instruction Manuals anymore and, so, I spent around six hours a day for seven or eight days putting my new airplane together. I checked everything: servo direction; travel on all control surfaces, to the millimeter; proper deflection of control surfaces; brand new 6.0 volt 3300 maH NiMH battery; checked for frayed or broken servo and extension leads; mounted the engine for correct incidence in both planes; routed servo and battery leads away from any potential interference; installed a new switch; cycled my new battery, twice; added epoxy or CA to joints that had not been properly glued at the factory; spent a LOT of time installing the cowl and beefing up the wheel pants. I pulled on the control surface hinges until I thought I'd break the wings, elevators and rudder. *I checked everything!* Twice!

Now, it's been hot and humid so I wasn't going to undertake my "maiden flight" until things had simmered down a bit. They didn't. Nevertheless, I drove to the field and saw Jim Giannico and Bob Jackson were flying and so I thought to myself, "Cool! You've got some help!" Engine wouldn't start. It just sounded like it wasn't getting any fuel. So, I took off the cowl and soon realized I had hooked up the fuel tubing incorrectly, fixed it, and the motor growled to life right away. I should've taken the message, packed up and gone home.

But, no. Everything checked out: range check, control surfaces, pinch test, engine RPM, everything. So, good to go!

I took off left to right and the plane rose easily out over the trees. Turned left for a circuit and didn't even need any trim, anywhere. Engine running good, plane responsive. I made a low approach to the runway and ... I've never seen anything like it. Aileron flutter. Violent, raging, furious, brutal sadistic flutter. Both

aileron, in unison ... up-down, up-down, up down, really fast-like. I throttled back and made a turn so I could land but about halfway there I lost all control on the roll axis. Somehow I managed to direct the 330S into the weeds instead of into the trees.

Jim and I drove out into the weeds and found my plane quickly. Everything aft of the canopy hatch was in good shape (of course the front end was a total loss). There weren't even any tears in the Monocote covering the wings. I'm thinking to myself, "What the ...". Then, we saw what had happened. Both 4-40 pushrods connecting servos to ailerons were broken clean through, right at their midpoints. They weren't even bent, just sheared off, right in the middle. And, I learned once again no ailerons, no control. So, I packed it all up and *then* went home.

A couple of days later (I always wait a couple of days, when the emotion of the thing is gone, to salvage what's salvageable from my wreckage) I discovered the source of the undulating ailerons which broke the pushrods (uh, I think). First, one of the servos was totally locked up, wouldn't budge a millimeter. Second, both servo arm internal splines were stripped where the servo arm fits onto the servo shaft (I had used heavy duty nylon servo arms). And, while the servo arms were really tight on the output shaft when I installed them, I have concluded they were not JR servo arms or they wouldn't have stripped out like they did. When I installed them the arms fit really tight on the servo output shafts, which convinced me they must be JR servo arms. Hi Tec or Futaba arms (I have lots of servo arms in my "kit") won't fit that well, or at all. So, the first thing I fouled up was mis-matching servo arms to my 8411's (I'm certain they weren't JR arms, but I'm darned if I know who made them). And, when the servo arms stripped out I believe that caused the wild flutter, which, I am assuming, broke the pushrods.

And, after any crash I always inspect the control surface hinges (I use Robarts) to be sure they had been properly installed. I do that by pushing the aileron or elevator way beyond their maximum travel distance to see if the hinges pull out, indicating a bad job of gluing. None of the hinges on the ailerons were loose and the gaps I had set when I installed the ailerons (*exactly* 1/64") were the same as I had built them. Normally, if I've done a good epoxy job and perform this "test", the balsa and hardwood will break before the hinges do. This time, the metal pins holding the hinge halves together bent and pulled out of the hinges before *anything* broke. These "Robarts" came with the ARF, which I thought was a great idea, but though they appeared to be Robarts, I noticed (after the crash, of course) there was an almost undetectable difference in color from the regular Robarts ... just a very slight shade of gray off. But the hinge pins were made of decidedly softer metal. I don't know whose hinges these were but they were not Robart hinges. I am almost certain that did not contribute to my flutter problem, but I am guessing it could have.

So, there you have it. If you can't get your engine to run properly right off the get-go, just pack up and go home!

This Month's Special

Ever thought about how strong a giraffe's heart has to be to get the blood all the way up its neck?



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Dennis Sargent
dsargent6884@charter.net

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