



“THE FLIGHTLINE”

NEWSLETTER – August 2012

WWW.SKY-KNIGHTS.ORG

President: Mike McKay 503-630-7112

Vice President: Gregg Marshall 503-789-5488

Secretary: Kathy McKay 503-970-4985 **Treasurer:** Dale McDonald 503-761-3109

Lead Trainer: Glen Thorton 503-668-9704 **Librarian:** Sam Bacon 503-720-6874

Membership/Webmaster: Ken Manske 503-666-4220

Flightline Editors: Scott & Cindy Etlinger 503-761-4033

Contest Director: Dale McDonald 503-761-3109

Safety Officers: Russ Redmond 541-948-1092 & Corey Parson 503-558-1884

"Northwest R/C Seaplane Championships 2012

After a nervous, windy, Friday; Saturday arrived beautifully clear and nearly calm. The flightline got to a slow start, but soon filled up; and kept moving all morning. The weather held up well for rounds one and two, and when they finished up, the great weather held for free flying, and boating. Sunday dawned clear again, and competition continued with the double limbo portion. There were a few minor dunkings, but sadly, two major losses. Jim Lieser joined the motor pool (a motor or engine falling off in flight over the lake); but, he was able to swim out, surface dive several times and eventually recovered it, reattached it and flew later that day. We had twenty pilots sign up for thirty entries, a very good turnout this year. The Saturday pot luck dinner was a nice social event. Thank you to Scott Bacon and Nelson Scott for grilling the burgers and dogs.

The competition results are as follows:

Fun Fly (Sport, or Gas) 1st Bill Bachman, 2nd Bob Oeck, 3rd Scott Bacon

Scale 1st Bill Bachman, 2nd Bob Oeck, 3rd Greg Marshall

Electric 1st Luis Munoz, 2nd Glen Thornton, 3rd Jim Lieser

Fun Cub 1st Luis Munoz, 2nd Roger Wilson, 3rd Scott Bacon



Many thanks to all who helped out to make a great weekend/ contest.....Dale





Club Meetings

Club meetings are held the second Monday of each month at 7:00pm at the field (10780 SE Orient Dr. Boring, Oregon) - **Everyone is welcome!**

Six Keys to Success for New Pilots, by Gregg Marshall (Part 2) - Wind, Orientation, and Speed are explained further in July 2012's newsletter.

Whether you have a trainer or you are trying to learn to fly on your own, you will need to be mindful of these six areas if you are going to become a successful RC pilot.

Wind – Orientation - Speed – Altitude - Over Control - Preflight Check



4) Not enough altitude - New flyers are often afraid of altitude. They feel safer close to the ground. Nothing could be more wrong. Altitude is your friend. As stated above I consider “three mistakes high” as a good flying height. Fifty feet, is minimum flying height for new flyers. Below that you better be lining up for landing.

5) Over control - Most of the time the plane does not need input from you. Once you get to height, a properly trimmed plane flying in calm air will maintain its height and direction with no help from you. In fact anything you do will interfere with the plane. When teaching new pilots I often do a demo flight (and trim) of their plane. I get the plane to 100 feet, and then bring the throttle back to a nice cruising speed. I get it going straight, with plenty of space in front of it, then take my hand off the sticks and hold the radio out to emphasize that I am doing nothing. I let the plane go wherever it wants to go, as long as it is holding altitude, staying upwind and has enough room. If you are flying a high wing trainer and you can't do this, your plane is out of trim. Even in a mild breeze with some gusts, once you reach flying height, you should be able to take your hand off the stick. Oh the plane will move around and

the breeze might push it into a turn, but it should continue to fly with no help from you. Along this same line of thinking, don't hold your turns for more than a couple of seconds after the plane starts to turn. Understand that the plane turns by banking or tilting its wings. If you hold a turn too long you will force the plane to deepen this bank and it will eventually lose lift and go into a spiral dive and crash. Give your inputs slowly and gently and watch the plane. Start your turn then let off then turn some more and let off. Start your turns long before you need to and you won't need to make sharp turns.

6) Preflight check – Just like full scale pilots. Before every flight it is the pilot's responsibility to confirm that the plane, the controls and the conditions are correct and acceptable for flight. I think this is the cause of most crashed, myself included. In no particular order (you should develop your own routine)-

Power plant – For electric the batteries at proper power and for glow/gas the engine properly tuned and sufficient fuel

Control surfaces properly aligned and correct directions

No damage or breakage on the plane

Everything secure

Radio – For FM, frequency control has been met before you turn on the radio

A full range check before the first flight of the day

All trims and switches in the proper position for this plane

Receiver Battery condition is good

Antenna fully extended (FM)

For computer radios - proper model is displayed

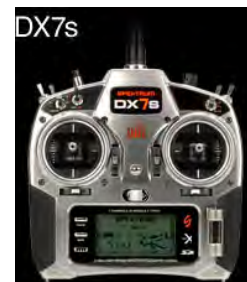
Conditions - No one on the field or in any way at risk from your flight

Wind direction so you are taking-off into the wind

Wind strength is acceptable for your skills

Sunglasses and a hat to protect your eyes

All other area conditions are acceptable.



Then and only then can you consider yourself, your plane, radio and the conditions right for flight. Based on your plane, your radio and local conditions you may need to add or change something here, but this is the bare minimum. It only takes a couple of minutes at the beginning of the flying day and only a few seconds to perform before each flight. After a short time, it all becomes automatic and just a natural part of a fun and rewarding day. But don't let it become too natural that you start skipping steps.

I hope some of this is useful in learning to fly your plane.



Our Club Trainers

Glen Thornton: 503-668-9704(Lead)

Dale McDonald: 503-475-3319

Gregg Marshall: 503-789-5488

Bryan Watts: 971-563-4728

Mike McKay: 503-630-7112

The Do's & Don'ts for LiPo Batteries

Do: Only use a charger that is specifically designed to charge LiPo batteries. Using other types of chargers can cause an extreme fire hazard!

Do: LiPos don't develop memory or voltage depression characteristics like Ni-Cds. Do charge them without the worry of cycling or discharging them.

Do: Store LiPos at least partially charged. LiPos will maintain their performance levels over time, even during non-use, much better than Ni-Cds and there's no need to cycle them.

Don't: Use any type of charger that is not specifically designed to charge LiPo batteries. Using non-LiPo-specific chargers can cause an extreme fire hazard!

Don't: Fully discharge your LiPo battery pack. Most speed controller have a voltage cut off that will prevent over-discharging the battery. Discharging a LiPo beyond it's critical minimum voltage will cause damage to the battery.

Don't: If you have a crash and the battery is damaged, don't put the battery in your car or house immediately after a crash. It's possible that a chemical reaction can take place in the damaged battery that could cause a fire. Put the battery in a safe place for a least one hour.

Please Welcome Our New Member

Ray Hoffower



**WE HAVE SOME SPECIAL PEOPLE WE WOULD LIKE TO THANK FOR THEIR GREAT EFFORTS -
BECKY & GENE KELLY FOR KEEPING OUR FLYING FIELD LOOKING SO NICE AND GROOMED
&
RON SANDERS FOR MAKING OUR RUN-UP STANDS**

If you have any pictures of current events or articles of interest that you would like to submit for the Flightline newsletter please contact your editors (Scott & Cindy Etlinger) at etlingersc@comcast.net.

Upcoming Events

July 28: Scale Fun Fly - Bend Aero Modelers - Bend, OR.

July 28 & 29: IMAC – Molalla, Oregon

August 3 - 5: Evergreen Scale Rally - Molalla, OR.

August 18 & 19: Electric Powered Model Airplane Event – McMinnville, OR.

September 7 - 9: Cub Nuts at Molalla

Executive-Board Meetings

August 6: Board meeting at Mike McKay's

September 4: at flying field (this will be on a Tuesday due to Labor Day)

October 1: At Russ Redmond's


November: TBA

December: TBA



Please Support These Fine Hobby Stores that Support Our Club

Proctor Enterprises
35900 Industrial Way, Suite 401, Sandy, OR 97055 USA
Phone: (503) 668-8612 Fax: (503) 826-1918
sales@proctor-enterprises.com



Mad Dogz Hobby
38250 Proctor Blvd.
Sandy, OR 97055
503-482-0340

REMOTE CONTROL HOBBIES
12412 NE Halsey Street
Portland, OR 97230
503-477-8011
portland@rc-hobbies.com
www.rc-hobbies.com/portland



**THE ONLY
REMOTE CONTROL
HOBBY SOURCE**

Hobbies Unlimited
Ted Meyer, Owner

4503 N. Interstate Avenue
Portland, Oregon 97217
(503) 287-4090

Radio Control Planes Cars Boats
Plastic Models Trains Rockets

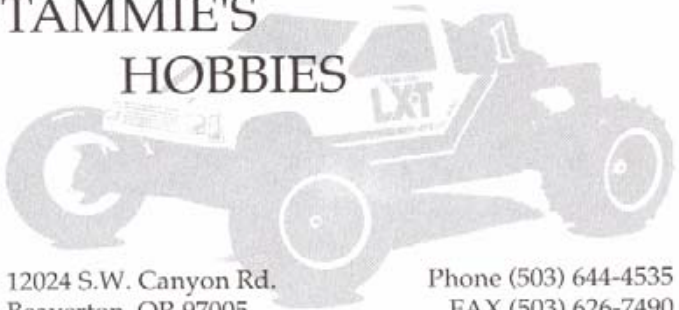
Hours
Mon-Thu 10 to 6
Friday 10 to 7
Saturday 10 to 5
Sunday 12 to 5



Russ Holst
PRESIDENT/CEO

1128 MAIN STREET • OREGON CITY, OREGON 97045
PHONE 503.656.2172 • www.CoyoteHobby.com

**TAMMIE'S
HOBBIES**



12024 S.W. Canyon Rd.
Beaverton, OR 97005

Phone (503) 644-4535
FAX (503) 626-7490