

Silver Lining

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*Official Newsletter of the Holly Cloud Hoppers
Radio Control Flying Club
AMA Charter #3117*

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Flying Field GPS location N42 48.596 W83 34.642

www.hollycloudhoppers.org

Be Safe. Have Fun and Don't Have Too Many Rules!

From the Editor

Scott Rhoades



The previous newsletter was jam-packed with not so good news concerning the club's lease with the state, but now its redemption time. As you may recall, our lease rate was to increase by 375%. Without boring you with details, essentially Doug Pickett and Jim Finch met with the head park ranger and were able to have that increase reduced to a more reasonable 45%. You may also recall, there were other alterations to our lease as well that Jim was going to question. Jim was able to get some of the "alterations" to our rules dropped but there were a couple they did not budge on. Those changes/additions are detailed in *HCH* Safety Procedures on page five.

Some club news is so unique that it travels throughout the club long before I can post it in the newsletter so it's not really news anymore and hardly worth reporting. There is one recent story that has likely made it to you through the circuit but I'm going to tell it anyhow, from my perspective. This story starts at the field prep party that took place April 19th. Before I start the story, many thanks to all that showed up and worked your rears off. You know this is a great club when several guys show up and simply take care of things that just need to be done. No committee meetings, no majority vote of the membership, no discussing it to death. Problem identified, problem attacked... Problem solved.

Now I tend to shy away from pointing out individual efforts from the work party because everybody's efforts to improve the club, no matter how small or

simple are appreciated and I never want anybody to feel snubbed if a mention is missed. So it's better to just address the group with a big THANK YOU! With that said, I'm going to go against my own principle and tell you about a rather unique effort by three individuals.

As most of you know, a pet crusade of mine has been an effort to reclaim land around the field lost to Russian Autumn Olive bushes. Several members in the past couple work parties have done a lot of sweating and endured countless superficial wounds to help the cause. Basically it's nasty work and the selfless effort from these guys has made a positive impact around the field.

This past work party was to be no different; the plan was to take a chainsaw to as many of those nasty bushes in half a day as possible. Before firing up the saw and heading into the tangle jungle of thorny shrub I met three new members, Ryan Caster, Mike Srock and Keith Knapp. I learned these three are flying buddies that decided to become Cloud Hoppers after being somewhat disenchanted with another club. Ryan, Mike and Keith were at their first *HCH* gathering, meeting other members for the first time and more than eager to help out where needed. As much as I tried to downplay the fun of removing Autumn Olive bushes they were ready to go.

After a loose plan of cutting and taking the bushes far away was laid out, the saw was fired up and the four of us were removing bushes just like previous efforts, like a bunch of mad men. After running one tank of fuel through the saw, we stopped for a quick break. At this time these guys agreed with me that most of the bushes in this part of the field were small, less than an inch in diameter, and bountiful... hence a very good task for the brush hog purchased by the club last summer. With plenty of experience with an old John Deere tractor, Ryan was the perfect candidate from our little work party to requisition the tractor and the brush hog to improve our headway by a factor of a thousand.

Approaching another member about using the tractor for brush hogging, Ryan was rejected on the premise

On the Cover:

HCH member Ken Kliever checks out this unique building decoration in Syracuse, Indiana

Photo by Frank Robinson

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that thorns from the bushes would puncture the tractor's tires. Ryan came back and relayed this impasse of the tractor use and at that time stated he should just go buy the 8-N tractor he saw for sale on his way to the field and use it with the brush hog.

We continued on with the cutting and removing but it didn't take long to decide enough is enough. With plenty of battle wounds on our arms we moved on to other, less painful, tasks. Shortly after packing that job in and putting the saw away I discovered my new comrades had left without a word. Thought to myself, "Great. I just ran off the new guys." First job as *HCH* members and they said, "The heck with this." I couldn't blame them.

Skipping ahead about 4-5 hours, I'm home and get a phone call from one of the three amigos, Mike Srock. This is where I discover what I thought was factious comment earlier from Ryan about buying a tractor was actually a statement of fact. Those guys got that tractor,

fixed a few items to get it running, drove it all the way to the field, hooked up the brush hog and commenced to decimating a sizeable stand of Autumn Olive bushes. Couldn't believe what I was hearing.

I'm not relaying this story to you because I think its cool these guys purchased a stinkin' tractor to get a job done, which still by any standard is quite the action. It's the fact that they are brand stinkin' new to the club, had never met any of us before AND took a significant action to get a task done (long after everybody else went home by the way). It is this fact that, in my opinion, makes their deed truly remarkable.

This is not the first time guys have joined our club after being not so satisfied with another club, and became fantastic assets. I think we should be sending thank you letters to some of these other clubs.

Oh and I almost forgot. No flat tires! ✚

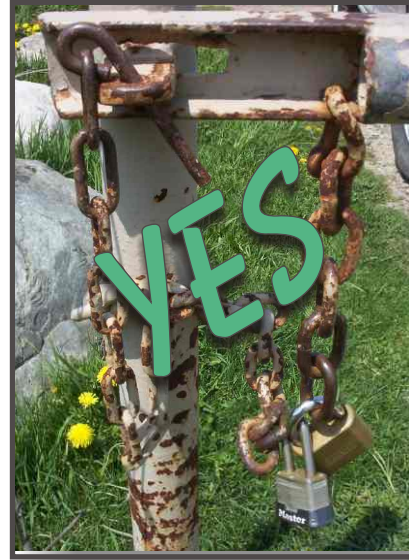
Misc. Club News

By Scott Rhoades

- How many of you this past winter added a 2.4 GHz radio system to your arsenal of R/C goodies? If you did or you're thinking about getting one very soon, remember these systems are NOT exempt from frequency control at the field. Sure 2.4 GHz eliminates frequency conflicts with other flyers, but it has been decided these systems will be required to participate in frequency management at the *HCH*, for a couple reasons. First, it will help maintain continuity of frequency control that members have worked hard to establish for 72 MHz. Second; it also maintains compliance with field rules established in agreement with the powers to be at the DNR: *ALL transmitters are required to be impounded when not in use and the corresponding frequency clip be attached to the Tx before being turned on.* Someday 2.4 GHz will become the standard and when that day comes, rules will change. Until then four 2.4 GHz pins and card slots are available for users of this frequency and will be treated just like any other frequency at the field.
- As a note to many of you, field rules state the frequency clip must be **ATTACHED TO THE TRANSMITTER!!!** Not a belt loop. Not your shirt pocket. Not on your hat and certainly not on the starting bench, flight box, pilot station, or any other cutesy place you can find to attach that clip. Having the clip on the transmitter is an important element to the frequency control system the *HCH* uses, so anyone caught flying without the clip attached TO their transmitter will be de-pantsed during the flight... Just like this. <http://www.youtube.com/watch?v=c3-Ax0Ri5d4&feature=related>

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- This is starting to sound like a broken record (for you younger members a record is a very large CD)... Many members are still locking the gate improperly. Reasons for locking the gate a certain way have been detailed in previous newsletters, so instead of going over them AGAIN, we're hoping a visual aid will have better impact. See pictures below.



Note how proper gate locking has the lock on the end of the chains and through the State's lock (the master lock) as if it were the last link in the chain. The pin (not the lock) is put through the latch to hold it closed.

- Saturday, July 12th is the Mid Michigan Fun Fly. This annual event started a couple years ago with the Flying Aces and moves to a different participating club every year. This year's event will be hosted by the Chesaning Area Model Flying Club. Keep in mind this is not a competitive event. It's just a way for local clubs to meet and have a good time. All *HCH* members are invited to attend and fly. 2010 will be the year for the *HCH* to host this event. The following link has more info about this year's event.
<http://hollycloudhoppers.org/documents/mid-michfunfly08.pdf>
 Directions to the Chesaning field can be found at
http://www.geocities.com/foundryratjim/chesaning_area_rc_club.html
- Raffle tickets for the plane and radio that is to be given away at the August Open House are available for the membership. Be sure to see Doug Pickett to get tickets to sell on behalf of the club. Money and stubs from sold tickets must be given to Doug or a club officer before the Open House August 2nd.
- For those interested in competing in this years club Fun Fly, following are the proposed events as presented by Doug Pickett. Even if you don't want to compete, the Fun Fly is always fun to just hang out and watch.
 1. 3-3 Event - The pilot takes off on the starters signal, does 3 rolls then 3 loops and lands. Quickest time wins.
 2. Spot landings - The pilot takes off on starters signal, does 3 touch-and-goes, aiming for points marked on the field. Points where wheels first touch are totaled from all three landings, highest total wins (timed for tie breaker only)
 3. Timed pylon taxi - Pilot goes at the starters signal then taxi's through 3 pylons out and back. Quickest time wins.
 4. Jelly bean carry - Pilot takes off at starters signal with 10 jellybeans in a cup attached to the plane, does 1 loop and lands. Pilot that lands with the most beans wins (timed for tie breaker).
 The rules of each event will be explained before the event. ✚

HCH Flying Site Safety Procedures

On April 19th (during the field prep party) the club held a rare second meeting for the year. This meeting was initiated to review changes and conditions of the club's updated lease with the State. The result of that meeting includes a set field safety procedures that were unanimously voted in by those in attendance. The new Flying Site Safety Procedures are below, as drafted by Jim Finch.

Another condition of the lease involves one addition to Field Operation Rules. The new Rule is: **Pilots will sign and date the flight log on the day they fly.** (There is more info about this in the Safety Officers Report on page 6) For a complete list of Field Rules click on this link. <http://hollycloudhoppers.org/documents/HCH%20Field%20Rules.pdf>

Holly Cloud Hoppers Flying Site Safety Procedures

Flying Site Safety

1. All members and guest pilots will comply with the Official AMA National Model Aircraft Safety Code.
2. Deliberate flying behind the flight line is prohibited.
3. Taxiing is not allowed in the pit area adjacent to or behind the model starting benches.
4. Children are not permitted beyond the fence separating the spectator area from the pit area unless under the direct supervision of an adult member or under flight instruction.
5. Spectators are not permitted beyond the fence separating the spectator area from the pit area unless under the direct supervision of an adult member or under flight instruction (signs indicating this will be posted on the barrier fence in plain sight to the spectator area).
6. Shelter may not be used as a pit area.
7. Flight operations are not permitted during electrical storms.
8. Models will fly only in the pre-designated flight area, and will yield right of way to full size aircraft. On sighting of full size aircraft, model pilots will bring their planes down to approximate tree-top level.
9. A First Aid kit will be kept in the transmitter impound along with emergency numbers to hospital and police.
10. All accidents affecting property or personal injury will be reported to the Field Marshal.

Annual Safety Report

A safety report will be submitted once a year by the Field Marshal to the DNR Park Manager by October 31st.

Club Events

Prior to a club event the club event coordinator will contact the following airports and advise on the event date, the beginning and end times, and the approximate number of participants.

Flint Bishop Control Tower
810-342-7800

Oakland County Control Tower
248-886-8500

Safety Report

By Tory Showek
HCH Safety officer

As many of you already know, we now have a flight log book located inside the transmitter impound box. From now on, you are required to at least sign and date the book each day you fly. This came about due to the hubbub surrounding the alleged full scale incident last year at another local club. I know some of you might feel like this is just another “Big Brother” scenario, but I don't view it that way at all. My previous club used a similar flight log albeit for different reasons dating back some 8 years or so. I say lets have fun with it and use it to keep track of flights logged per plane, flying conditions, maiden flights, crashes etc. At my old club, I used to find it interesting to go back and look at all the comments that myself and other members used to jot down. I'm sure some others (besides the FAA, AMA, and DNR) would too.

As more and more of our dyed in the wool nitro models start to experiment with (Gasp!) electrics, please these few safety tips in mind. Never install a prop on a new model while setting up your endpoints, direction and such. Unlike a glow model, an electric has the ability to start at any given moment when the battery is connected. Also, while at the field always treat the prop with respect and make as though it is spinning, even if it is not. A good day can get really bad, really fast by a spinning propeller. Also, unlike their glow counterparts, an electrics motor will not stall on contact with a fixed object. It will continue to chop away until it cuts through whatever obstacle happens to get in its way.

Lastly, always remember to charge lithium polymer batteries at 1c or less. This means that a 500 mah battery should be charged at no more than .5 amps, a 1000 mah battery at no more than 1 amp, etc. If you're a little scatter brained such as yours truly, a wise investment would be a battery bunker or lipo sack. These will contain the resulting fire if you mistakenly charge a 1000 mah lipo at 10 amps. Hopefully I haven't scared you guys too much!

'Till next time, stay safe out there. ✈

Tips and Techniques

Any Old Bikes Lying Around?

A good thing to use for pushrods are bicycle spokes. You can find old used wheels for next to nothing and take out the spokes. They are threaded and come in different sizes.

Beachmasters RC Club, Ocean Park, Washington

Stir Sticks (Popsicle sticks)

Next time you are in the craft shop, pick up some Popsicle sticks. They come in boxes of 100, 500, or 1,000 and they are cheap. You will be able to use these for all kinds of things like servo rails, reinforcing splices, skids, fuel tank stops, mixing epoxy any place where you are going to put in screws. You will find all kinds of uses for them.

Niagara County Radio Controlled Model Flying Club, Lockport, New York.

Calendar

Events



May 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

June 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

July 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

August 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

September 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

October 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

HCH dates

Events around the area

Bald Mountain Float Fly	Skymasters, Bald Mountain Rec. Area, Trout lake.	10:00 am	May 18 th
Giant Scale Fly In	Pontiac Miniature Aircraft Club	11:00 - 5:00	June 22 nd
Club Fun Fly	HCH Club Field	10:00 am	June 14 th
Fathers Day Airshow	Flint Aero Club, Baker Field		June 15 th
Mid Michigan Fun Fly	Cheasaning Area Model Flying Club	10:00 am	July 12 th
Big Bird Fun Fly	Flint Aero Club, Baker Field		August 2-3
HCH Open House	HCH Club Field	12:00 noon	August 9 th
Last Bash Pot Luck	HCH Club Field.	4:00 pm	Sept 22 nd
H CH Fall Clean up	HCH Club Field.	10:00 am	October 18 th

The Unwritten Rules of R/C

By **Scott Rhoades**

My belief is that most *HCH* members, current or previous, would agree the overall character of club is pretty darn good. There are a few factors that contribute to the negligible amount of “politics” that seem to plague many organizations, but mostly, a friendliness that has existed since the beginning simply seems to be infectious.

Being the friendliest club around doesn't mean there will be zero conflict amongst the membership. When you get sixty something people together there are going to be, shall we say... tensions, from time to time. When you analyze any tension, quite often the root cause is someone did something that is considered discourteous or unsuitable. In several cases the offender did not even know his/her actions upset anybody and often repeats it.

How can this happen? The club has rules and if everyone follows them everything should be fine. Well not exactly. A flying club is just like any other activity where participants share a facility. There are the written rules members are expected to follow and then there are vague, unwritten rules. Anybody that has played golf understands this all too well. It can take a long time to understand the multitude of the unwritten rules and customs associated with that sport. It's the repeated violation of the unwritten rules that typically cause conflict, leading others to want your sorry butt off the course.

But what does “unwritten rules” mean anyway? Plenty of people, including myself, know the term and understand its meaning but find it difficult to provide a concise description. The term is somewhat of an oxymoron so let's call it what it really is... Etiquette!

Combining my personal observations of the last 20 plus years in R/C and reading what amounts to nothing more than pet peeves on R/C internet message boards, I've compiled the following. This list is intended as a guide for new participants into the hobby so they do not have to blunder their way through learning flying field etiquette. Keep in mind most of this will apply to just about any club, field or anywhere guys and gals get together and fly.

- When starting or running up an engine, be conscious of the prop blast. Always be aware of where loose items and exhaust residue is being directed. Dust, grass clippings and oil can quickly coat other individual and/or their equipment.
- Always be cautious of the prop arc (the flat plane extending beyond the tips of the prop) and the area forward. Be sure the area is clear; within a reasonable distance, before starting or running an engine above idle. Props have been known to break or completely thrown off during a run up, thus becoming a very dangerous projectile. Be sure to alert those in your immediate area, that may have their attention directed elsewhere, that you are about to start an engine.
- Keep engine-running time in the start up area or pits or to an absolute minimum! The reason is engine noise near those flying makes it difficult for them to hear the sound of their own plane distinguishing any changes in engine performance. High throttle runs should be kept very short to just a few seconds. If you need to idle an engine for an extended period time, (anything estimated to be over one minute) it should be done in a location away from spectators and flying members. Many times members will roll an unoccupied starting bench to an area over near the outhouse for extended bench running. Please consider doing this if you need to do adjustments with the engine running.
- Dogs and other pets are best left at home. Approximately 65% of the respondents to a poll on an R/C internet message board¹ agreed that a flying field is NOT an appropriate place for a dog. If you insist on bringing a WELL BEHAVED pet to the field, keep it leashed at all times. Always, always clean up any mess left by them and dispose of it appropriately.

► **Unwritten Rules, 9**

◀ 8 Unwritten Rules

- Children are the future of this sport and should never be discouraged from visiting a flying field. Good behavior, however, is vital for their own safety and keeping them from accidentally damaging someone else very expensive equipment. Pre-schoolers should ALWAYS have an adult's undivided attention. In other words, if you bring a small child and want to fly too, be sure to delegate supervision to a trustworthy adult for the entire time you're dealing with the airplane. For the very same safety reasons, pre-teens should not be allowed to wander the pit area without an adult. (*Since writing this article, official wording regarding this matter has been incorporated into HCH Flying Site Safety Procedures, page 5*)
- Keep the language clean! Remember this is a family sport. Many modelers have children grandchildren, nieces and nephews they are trying to introduce to R/C. These individuals should not have to worry that profanity will be used in the presence of young ears.
- If you need to walk onto the runway, make sure all members that are flying and those getting ready take off understand your intentions before you step onto it. Observe all requests to land before you go. Spend as little time there as possible and stay alert. Be sure to announce when you are clear of the runway.
- When walking in proximity of the flight line or onto the field for whatever reason, avoid walking closely in front of other flying pilots.
- Avoid taxiing your plane in the proximity of pilots that have an airplane in the air. To a flying pilot it can be very unnerving to have a plane taxi very close to his/her proximity while they are trying to keep eyes trained on their own plane, instead of where yours might be going.
- Even more unnerving to pilot than taxiing close, is flying near them. Be sure low passes and other close to the ground maneuvers are done a decent distance away from other pilot's.
- You should claim a frequency pin for no more than 15 minutes, whether your plane was airborne or not.
- Call out your intentions or difficulties to others that are flying. Some examples are: "Taking off", "Coming in/Landing", "Touch and go", "On the field", "Off the field", "Dead stick" or "Lost control". This last one can be very useful to the pilot who called it. It alerts those not flying so they can they track where the plane goes down and be of great assistance locating it.
- Give landing aircraft priority use of the runway and the airspace immediately surrounding, should a go-around be necessary.
- It's been a long standing tradition at the *HCH* that a plane receiving its maiden flight gets a solo act in the sky. Not sure if this custom developed out of respect to the nervous pilot, or it's just that every body likes to watch the first flight of new bird. Regardless of the reason, everybody stands down while the pilot gets acquainted with his/her new baby.
- In the same regard as above; for everyday flying don't expect other pilots to stand down just because additional planes in the air make you nervous. The *HCH* allows up to four planes in the air at a time. Others are allowed to fly and will likely do so the same time as you.
- Give a student pilot's airplane plenty of space when flying. Beginners can become overly worried about traffic and will unnecessarily concentrate on collision avoidance rather than maneuvers that improve their skills.
- Student pilots should consider their instructor may have also brought planes they would like to fly as well. They also may be working with more than one student. Be patient!
- Always control your aircraft, whether on the ground or in the air, with the belief that radio or mechanical failure can

◀ 9 Unwritten Rules

and will happen at any moment. Stunts such as flying directly towards the flight line and diverting at the last minute may be exciting, but trust me it makes people on the flight line and in the pit area very nervous. Such repeated irresponsible flying will turn a club member into a former member very quickly.

- Do not adjust equipment of a fellow modeler (IE: needle valve, trim lever, etc) without consent. It does not matter if you became an expert reading the internet last night or you've been dubbed "the guru" by a couple beginners, ASK FIRST!
- Some pilots do not mind holding conversations while flying and some do not like to at all. Unless you are VERY familiar with the pilot, assume he/she prefers not to chat. Wait until their plane is back in the pits and the engine is off.
- Do not interrupt or distract a modeler while he/she is setting up an aircraft. A vast number of crashes are a result of something being skipped or done incorrectly during setup and most of those modelers say it's because they were holding a conversation during set up. Give a modeler plenty of uninterrupted space so they can concentrate during this crucial time; making sure everything gets done and correctly.
- When standing in the immediate vicinity of a person flying, be sure to provide PLENTY of space and stand back a foot or two to allow him/her clear vision up and down the flight line.
- Help search for downed aircraft when possible. The next search and rescue mission could be for your plane and you will welcome the assistance. If you are the first one to the crash site, unless the damage is very minor, let the pieces lie until the owner arrives so he/she can take inventory or even investigate a probable cause.
- Even though you may be distraught over damaging or even losing an aircraft, be sure to show your appreciation to those that helped you locate it, since they likely spent precious flying time helping you.
- If you are visiting another flying field, take as much time as necessary to familiarize yourself with the rules and the peculiarities of that field. Ask plenty of questions before your first flight. Also, be humble, suppress negative comments and don't blame poor flying on imperfect environment. The members are well aware of any shortcomings and do not want to hear criticism from outsiders. Always remember you are a guest in their house!
- For this last point, remember this single word: APOLOGIZE! For example, if you zipped when you should have zagged and as a result scattered everybody in the pits; after your flight, find your humility and go over and tell them that you are truly sorry. Keep in mind that we all make mistakes; if we didn't there would be far fewer crashes.

Even though this article was originally aimed at beginners to, shall we say, shorten the learning curve and forestall ill feelings, experienced pilots should consider this an update. Keep in mind things do change, old dogs can and should learn new tricks. Yes, I'm talking to YOU! Re-read this if you don't think anything applies to you.

This is certainly not an absolute list of R/C etiquette; however, I believe the major points were addressed. We all need to be conscious of how our actions impact those we share the flying field with. Just simply communicating, being courteous and using common sense will earn respect; making just about anybody a joy to fly with, and a welcomed guest or member at any flying field. ✚

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