

# Silver Lining

Summer 2008

Published Quarterly

*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](http://www.hollycloudhoppers.org)*

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

# From the Editor

Scott Rhoades



I did it. Yes, it is my fault that the date for this year's Open House was moved, after it had been scheduled for August 2<sup>nd</sup>, to the following weekend the 9<sup>th</sup>. To make a short story even shorter, when I made up the raffle tickets I put the wrong date on them. Not quite sure how it happened but since tickets were sold before the mistake was noticed, it was agreed; instead of changing the tickets, change the rest of the world.

If you're cursing me because that means you will now be missing the Open House, you're not alone. Due to this change, yours truly, the one responsible, will be missing the Open House too. Several months ago when we were planning a family trip for August I told my wife the dates were good because it did not conflict with the Open House. Well, it does now. Hope you all have fun! I'll be thinking about you that Saturday.

On the Fourth of July the club probably received the best exposure it has ever has. The club put a float in Fenton's Freedom Festival parade. Participating in the Fenton parade expanded our horizons from Holly's parade, which we've done the last two years. Compared to Holly's, Fenton's parade is just absolutely huge. I could not get over how many people turned out to watch this parade. Spectators are equally enthusiastic about our float at both parades, but when you get ooh's

and aah's from crowds standing 3-4 people deep, like they were in several parts of Fenton, its pretty darn cool.

Just to give you an idea how big this parade is, let me provide you with some informal statistics: First, we handed out pretty darn close to 800 flyers and very likely only gave a flyer to maybe one person for every 50 to 100; Second, in the float staging area we were towards the back of the line but definitely far from last. It took us over an hour just to get onto the parade route after the parade officially started. At Holly we would have been done and the float dismantled in that amount of time.

Every time we do a parade we try to improve the float from the previous and come away with yet another learning experience. A new element to our float this year was using the old busted up, rotted out, good for nothing trailer that had been sitting out at the field for over a decade, as a float. Frank Robinson, Jim Dammon and I resurrected that old hulk of rusted metal and turned it into a pretty nice looking float trailer... if I do say so myself.

Another new element was the addition of music. Ever since our first parade music had been a thought, but how and what songs to play was a dilemma. The solution involved using two portable radios and an iPod with a FM transmitter. Viola, we had music for the first time looping two songs "Into the Wild blue Yonder" and "Danger Zone" (From the movie Top Gun). The music was a hit. Quite often I could hear people singing the lyrics "Highhhhh waaaaay toooo the danger zone?" as we walked past.

As for the knowledge that was gained from this experience.... Whew, where do I start? One thing is certain, handing out flyers at the Fenton parade is not feasible, just too many people. With so many people to try and hand

► Editor, 3

## On the Cover:

*The editor's .40 size Twist with a O.S. 70 Surpass, after a major rebuild.*

*Photo by Scott Rhoades*

## ◀ 2 Editor:

flyers to it becomes difficult for the walkers to keep pace with the float. Flyers work fine in Holly but for Fenton we should consider signs with our web address instead. However it will be necessary to carry a few flyers for those that really want more information, even if they have to walk the parade and chat with us to get it. Yes, that did happen.

Participating in parades is providing a measurable amount of exposure for the club. According to stats regarding our webpage, there was an increase of traffic on the day of and the day after the parade. This is really good considering only a small fraction of the people that saw our float actually got a flyer with our web address. Fortunately for us one of those flyers went to Jason, a reporter for the Tri-County Times. Jason contacted Doug a couple weeks after the parade and inquired about a time to visit the flying field to do a story on the *HCH*. Jason visited, took notes, took some pictures and got some stick time on a trainer. As of the publishing of this newsletter there is no date set that Jason's article will appear. So look for the club in the Tri-County Times.

A special thanks to all that helped make this parade a success; Carl McConnaughey for

lugging his tractor all the way over to Fenton to pull the float trailer. Doug Pickett for bringing a plane to put on the float and Frank Robinson for providing a plane as well as much needed transportation of members and equipment. Mike Wizynajty and Lauren Wenger for providing planes, helping set up and walking with the float handing out flyers, Tim McAuley for printing the flyers and taking time out of his morning to drop them off before the parade. Carl's daughter Stacy and son-in-law Roger for walking with the float handing out flyers. Finally Judy Hogan for letting me use her bathroom while we were waiting for the parade to start.

For future parades, participation is always needed. Everyone and anyone is welcome to join in one way or another. Keep this in mind... Even though the float turned out looking fabulous, two airplane stands went unused. Also there can never be too many people walking with the float.

The next parade will be Holly's Carry Nation Festival. So put September 6<sup>th</sup> on your calendar. Let's see if we can get "best float" three years in a row. We meet in the VFW Hall parking lot (where *HCH* meetings are held) at 8:30 am to set up; unless it looks like rain, never doing that again. ✚



The *HCH* float in Fenton's parade

# Safety Report

By Tory Showek  
HCH Safety officer

**H**ow many of you do pre-flight checks? I always did on my big gas burners because every one knows that those vibrate, a lot. How many of you that fly electric, either big or small, do a thorough pre-flight? I didn't, but I will from now on. You see, electric planes do vibrate and they do lose screws. How do I know this? Because I recently lost one of my favorite planes to this negligence. My super light, kit-built, Sig Somethin' Extra is now in a million pieces in the garbage can in my garage. The same Somethin' Extra that I spent all of the winter of 06/07, replacing plywood parts with balsa, cutting tedious lightening holes in ribs and formers, enlarging and stick building ailerons and tail feathers, covering in lightweight Solarfilm trying to shave every ounce, has gone home to be with the airplane gods, because I thought electrics didn't require loctite! I couldn't have been more wrong. Airplanes require some form of pitch control and when it's lost after an outside loop about 30' from terra firma, bad things happen to airplanes. In my case, a post mortem examination revealed an elevator servo screw that had backed out and this in turn allowed the servo horn to slide up and off of the splines. Not good. So don't be like me and get complacent and think that your little park flyer or 40 sized electric, gasser, trainer, or sport plane doesn't deserve loctite and a thorough pre-flight because they most definitely do.

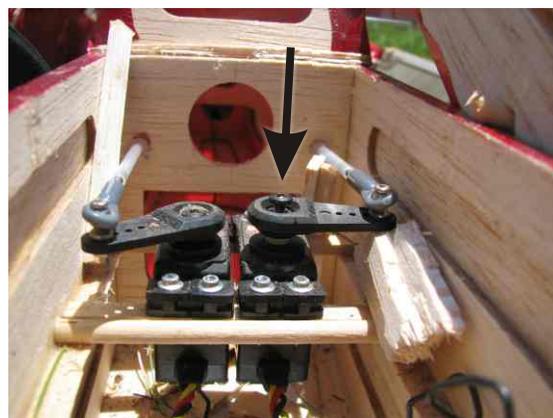
**From this:**



**To this:**

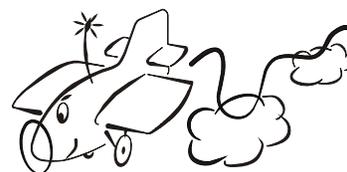


**Because of this:**



**Farewell freind... †**

# Events Calendar



August 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	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	

November 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						

December 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			

January 2009

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

Big Bird Fun Fly                      Flint Aero Club, Baker Field                      August 2-3

HCH Open House                      HCH Club Field                      12:00 noon                      August 9<sup>th</sup>

Holly Carry Nation Parade                      Holly VFW Hall                      Set up: 8:30am                      Sept 6<sup>th</sup>

Last Bash Pot Luck                      HCH Club Field.                      4:00 pm                      Oct 4<sup>th</sup>

HCH Fall Clean up                      HCH Club Field.                      10:00 am                      October 18<sup>th</sup>

HCH Chili Fly                      HCH Club Field.                      1:00 am                      January 1<sup>st</sup>

# Misc. Club News

By Scott Rhoades

- As already mentioned in this newsletter, September 6<sup>th</sup> the *HCH* will, once again, have a float in Holly's Carry Nation parade. Parade starts sharp at 10:00 while we will begin set up of the float at 8:30 in the Holly VFW parking lot. Typically there are just enough members participating to pull this off, so if you think this is just another event that will leave you standing around doing nothing, not so. We need participation in several ways; planes to put on the float, people to transport members that will be walking the parade. Lastly we need members to walk with the float and hand out flyers. This is the fun part and the more the merrier. This parade route is 1.3 miles long and moves at a fairly comfortable pace. There is no problem with people just showing up on parade day to participate but it is nice to learn ahead of time who's in. I get a better idea whether to leave the house with just the basic necessities or include enough planes to go alone if necessary. Call me (Scott) at 810-923-3799 or email [sdrhoades@hughes.net](mailto:sdrhoades@hughes.net)
- Plenty of raffle tickets are still available and there is not much time left before the big drawing. Be sure to contact Doug Pickett 248-634-7927 to get tickets to sell. Money, stubs from sold tickets and unsold tickets must be to Doug or a club officer by the beginning of the Open House, August 9<sup>th</sup>.
- Some time in early May the club had some very special visitors. About 60 people from the DNR and members of the local Outreach program made a planned visit for some info about the club and a flight demonstration. We were just one stop on a tour the DNR had scheduled with local Outreach leaders to show the many facets the Holly Recreation Area offers. The information segment went well, with Doug Pickett providing some insight to R/C and the club. The demo flight segment didn't go so well. It was a very windy day and out of the four *HCH* members that showed, only Doug brought planes. Doug was talked into a flight with one of his "expendable" combat planes. Let's just say it was a very short flight.
- Many people seem to be showing an interest in this year's Open House. A lot of flyers have been handed out. Our day with the DNR and leaders from Outreach brought a lot of attention to the event and the forthcoming article in the Tri-County Times will very likely mention the Open House also. Add all these elements together and it equals the potential for a rather large Open House.

Regardless of the turnout at the Open House there are a few guidelines members and flying guest are asked to follow:

- No maiden flights during the event.
- Impounding transmitters is a **MUST!**
- All pilots should have a spotter.
- Only occupy a starting bench when you need to assemble or start a plane.
- Flying in front of a large crowd can be a bit unnerving so pilots with only a little experience should pass on flying or find the help of a well seasoned pilot.
- If your plane or any its components show any doubts to its reliability, do not fly it!
- Lastly, make sure you don't leave your common sense and home. Slow down and think things thru during set up and before every flight. ✈

# Spectator Safety

By Scott Rhoades

Having a non-modeling spectator in the pit area can be a safety hazard not only to the bystander but for pilots too. In an effort to eliminate or at least greatly reduce the number of spectators that wander into the pit area, Doug Pickett had signs made up a few weeks before last year's Open House and posted them on the fence at all entrances to the pits. The signs Doug put up said "**Pilots and Guest only beyond this point**". Apparently a lot of spectators at the Open House considered themselves a Guest...which I guess technically they are. The end effect is we still had a lot of people, as Jim Finch put it, "on the wrong side of the fence".

The importance of this issue came as the Open House was winding down. A young couple with four toddlers, two in a stroller and two still under the age of five, walked right into the pit area as if the fence or the signs didn't exist. It took me a few moments to realize they were actually standing within a few feet of a plane that a member was running up and adjusting. I approached the parents and explained the dangers and without hesitation, they politely moved to the other side of the fence. However I still shudder to think what would have happened if that four-stroke did as four-strokes do, backfired and threw the prop, right at one of those toddlers. I'm not the only one that noticed this dangerous situation, I just happened to be the first member to the parents.

Later on after most spectators had left a few of us informally discussed what had taken place. All agreed more needs to be done to keep non-flyers out of the pit area and not just during the Open House. The first step was to remove the words "**and Guest**" from the signs so they now read "**Pilots only past this point**." It was also suggested a more firmly worded sign be made and posted in a high visibility area, such as the main pit entrance, near the frequency board, during events.

One opinion that was unanimously agreed upon is that we simply need to shoo spectators out of the pit area. Now this is not just a responsibility of the safety officer. This is the responsibility of All MEMBERS!

I know... it's a tough position to politely try to tell someone they are not welcome on the pit side of the fence. Here is one suggested approach: First introduce yourself, and ask if they are a member or a flying guest (it's quite possible an unfamiliar face is just a member you have not met yet.)

If they are a non-flying guest explain: *"This area can be quite dangerous, so for the wellbeing of our guests we ask that all spectators remain behind the safety fence. I'll be happy to come over and talk with you as soon as I have a moment. Thank you for understanding."*

If a spectator were to get seriously injured, in what is supposed to be a "controlled area", the DNR would carefully review our lease and I'll let your imagination figure out the rest. I can hear some of you saying right now... "We have a fence and about a half a dozen signs, it's not our fault if people ignore the signs and get hurt because they were stupid." Well, we can all agree that philosophy won't wash with those in charge of our fate at the state. Keeping our flying field, means keeping it safe... Period!

Remember safety is not just a matter for one elected member of the club. We all are essentially safety officers. †

# Nail Those Landings

By Dan Stahn

*From the Anoka County Radio Control Club, Inc., Coon Rapids, Minnesota*

*(Article has been edited to fit this space)*

Hello fellow modelers. I was looking through my latest Plane & Pilot magazine and it had an article about getting set up for landings. It was titled "101 Secrets for Super Landings." I picked out 22 that would apply to R/C.

1. Have a plan: Don't let the airplane determine your approach. Plan out your landing well in advance. Maybe two or three circuits around the pattern before you make the landing.
2. Visualize the flight path: Think ahead of the airplane and imagine your flight path as a narrow rectangular tunnel with the runway at the end.
3. Keep your downwind approach consistent: Put your airplane in the same place every time.
4. Fluctuations in speed are wasting precious altitude and energy.
5. Deploying flaps at too fast of a speed only messes up your trim and you can't keep steady throttle settings.
6. Don't wrestle with it; you make the airplane land.
7. Think centerline: Form a routine where you put the airplane on the centerline of the runway every time.
8. Don't chase the airspeed: Wind gusts can cause air speed fluctuations. Don't chase them; average out the fluctuations by holding the nose attitude steady.
9. Have a go-around point selected: Designate a place on the runway as your touchdown area. If you don't make it, go around. Don't make a bad situation worse.
10. Don't forget to flare: When you are short on final, be thinking of the flare before you touchdown.
11. Make small power changes: It's always best to make small power changes when needed rather than being behind a change and then having to play catch up.
12. Correct flight-path changes immediately: Either speed or position or whatever if it isn't right, fix it. Don't let needed corrections pile up.
13. Plan ahead: This is very important. Compare where the airplane will go if you don't change anything to where it will go if you do. If they don't match, make it match.
14. Don't fly the pattern too fast: If you fly at a reduced speed, you lessen the chance of missing the runway.
15. Practice approaches: Spend a couple of flights just doing touch-and-gos or complete landings and then take off again. This will help you to get the "feel" for the runway.
16. Think about the rudder as centerline control: Use the rudder to keep the nose ahead of the tail, independent of the ailerons.
17. Adjust for the crosswind before the flare: Use the rudder to keep the nose and tail on the centerline and use ailerons to kill the crosswind.
18. Adjust the landing pattern for the size of the airplane: Small airplanes need smaller patterns. Big and fast airplanes need more room.
19. Don't let the nose land first: If you have tri-gear, hold the flare so you land on the mains first.
20. Don't try to save a bad bounce: Go around and try again.
21. Break the glide then set up the flare: On approach, don't fly into the runway and flare, it will bounce.
22. After a crosswind landing, don't relax the ailerons: Keep the ailerons into the wind until you stop. †

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