

Silver Lining

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Radio Control Flying Club
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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!

Behind The Flight Line

Scott Rhoades, *HCH* Editor

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Readers following the Electric Flight series of articles being published in this newsletter will unfortunately have to wait until the summer edition for installment number three. Those articles have proven to be a lot of work writing and editing. Simply ran short of time to get the next section in this issue.

Although in it's place some good modeling info that I've been holding onto for quite some time has finally made it's way into the Silver Lining.

Last flying season I came across a neat little toy I thought would certainly provide some additional amusement to flying R/C. That toy was a video camera that resembles a standard key chain 'fob' that unlocks car doors remotely.

Having seen these on the net, where guys had mounted them on planes and helicopters to record flights as seen from the aircraft, I wanted one too. Ordering one from eBay for roughly ten bucks, it arrived within a week and I, too, was ready to start making onboard flight videos.

Experimenting with the camera at home for a couple days, I deemed myself ready to make a flight video. Sadly, once out at the flying field a minor detail that derails any plans of flying came up, a cantankerous engine that refused to run right.

With the only plane I took to the field being grounded, I was still determined to make HCH cinematography history that day. Showing fellow club member, Jeff Hooker, my new toy, I asked if he would be willing to lend his plane to the cause and be pilot in command for some test footage.

Jeff agreed and we proceeded to mount the little camera on the wing of his Four Star 60, slightly outboard away from the prop. With the camera secure, Jeff fired up the plane and I proceeded to push the single button to start record mode on the little camera but couldn't discern what mode it was in. The camera lets you know what mode it's in by way of a single tiny light. In the comfort of my own home, the light worked well. However, in bright sunlight at the field, it was completely washed out. So basically, it was a big guessing game as to whether or not the button was pushed correctly to start recording. Giving the "go" signal to Jeff, he taxied out for a hop around the patch.

After a quick, uneventful flight Jeff landed the plane, taxied back to the pits and I pushed the button to stop recording. Unmounting the camera so it could be hooked up to my laptop, we were anxious see the bird's eye view of the flying field. Excitement turned to disappointment as the only thing stored in the camera's memory card was a nice still picture of grass. No video at all.

So back to the starting stand it was, to remount the camera on the wing for take two. Going through what I thought was the correct button pushing sequence again to start recording remained a leap of faith because I just couldn't see that darn light on the camera.

Once again Jeff taxied out, executed a smooth

On the Cover:

A section of the pit area at the 2010 HCH Open House.

Photo by Scott Rhoades

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take off but this time did a couple loops and rolls. Before bringing it in, he also did some low and slow passes down the runway so we could wave to the camera like a couple of dorks.

Connecting to the laptop again, we see yet again another good, low profile picture of the runway grass and no video. This time before heading back to the plane I did a couple test recordings at the picnic table. Alternating between pushing the stupid button and cupping the camera in my hands to block most outside light, I learned that I wasn't holding the button down long enough. The short press I had been doing was just taking pictures.

With the camera firmly mounted once again, the button was pushed with great confidence now that it was now in record mode. As Jeff taxied into position for take off on the runway, I made a wise crack that if he collided with Steph's plane, who had taken to the air since this escapade began, it would make for some stellar footage.

With the plane airborne, Jeff is making sure there is plenty of opportunity for good video with more gentle loops, rolls and low passes over the runway, etc. Then "IT" happened... I instantly became a bona fide prophet because the only two planes in the sky just had a full bore, level flight, KABOOM, head-on collision.

Stunned by the silence caused by a sudden of lack of engine noise and airplane bits raining from the sky, the only comment I can muster is not print worthy. With the carnage of both planes comes to rest roughly 40 yards beyond the edge of the runway, straight out from our position on the flight line, every member present starts to walk out to help recover the wreckage. As most of us reach mid field balsa



Yes this is a video camera

is still floating down like a gentle snowfall.

The first wreckage pieces I come to are from Steph's plane. Before bending over to pick them up, I looked over about 20 yards away see Jeff pick up the fuse of his plane, or what was left of it. A few moments later he picks up the now detached aluminum landing gear. This is where I hold my breath because we had used a piece of thin wire to connect the camera to the landing gear, just in case the tape holding the camera to the wing failed. He holds up the landing gear, minus the wheels by the way, to show that no wire thus no camera is attached.

This brought forth more unprintable language.

I'm now thinking that we need to find Jeff's wing to find the camera. A moment later someone picks up Jeff's wing and with my hands full of various airplane pieces, I walk over to

inspect. Amazingly, about

two thirds of the wing is still intact, however, it abruptly ends right where the camera had been mounted.

We all carry the gathered bits and pieces back to the pits and let Jeff and Steph take inventory, only to return a couple minutes later to the crash site to resume a search for the camera. Everyone involved in the search and rescue mission showed respect for the two guys that lost planes with the courteous moments of silence. However, that slowly faded as guys couldn't contain their speculation on how incredible the video was going to be when we find the camera. Ok, maybe it was just me.

After an hour of or so of no luck, it was agreed to discontinue the search for the day and get back to some flying. Amazingly, we picked that field clean of every tiny piece associated with the day's midair collision, except the camera. A

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few of us that didn't have commitments the next morning agreed to meet and resume the search. Maybe even get the tractor and the brush hog out to mow down some of the weeds to help the cause.

Next morning, many of the previous day's search party showed, along with people that were not at the field but heard about what had happened, to help search. About 45 minutes or so of searching later we thought there was success. HCH member Wayne Shaw had found a piece of the camera. It was the back of the camera's case to be exact but no electronics. At that point all search efforts were concentrated around that area.

Within a couple minutes Wayne struck gold again and found the front half of the camera about 15 ft away from the other piece. That joy was short lived because the all important guts were missing from that half too. A postmortem examination of the two camera pieces showed that it took at least two direct prop strikes from Steph's plane before being ripped apart and flung, at warp speed, into another dimension of time and space.

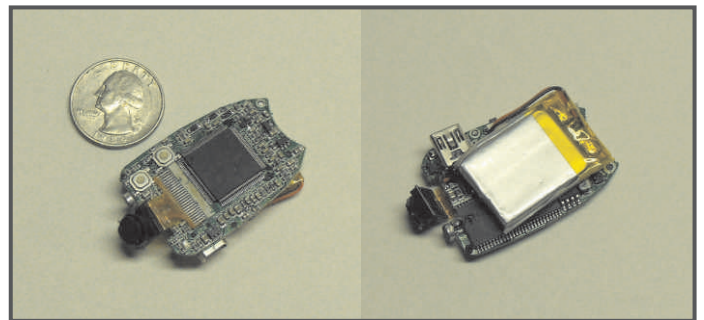


The camera pieces that were found

As the search continued for the all important camera electronics, guys continued to speculate what was captured in the eye of the

camera as the two planes came together. The need to find what was sure to be the holy grail of R/C video grew as some guys were sure this would be the next big internet sensation, once posted on Youtube.

Unfortunately, internet notoriety never came, nor do we know if the visions that guys had about the video matched real life because the electronics of the camera have yet to be found. Should someone happen to find it after being exposed to the elements for a few months, chances of success at retrieving the video from the memory card will be very slim, although it's still worth a try.



A picture of electronics from another camera. This is what the all important missing piece looks like

I'd like to say there is a handsome reward for the person that finds the circuit board or even just the all important mini SD memory card that holds the video, but I just don't have much to offer. I can say your good deed will not go unrewarded and you will, with out a doubt, have a share of the certain Youtube fame!

If you wish to do a search on your next outing to the field, the camera exterior pieces were found just about straight out from the pavilion, 40-50 yards beyond the far edge of the runway. Happy Hunting. †

How to Glass a Wing Center Section

By Scott Wilke

From the Milwaukee Area Radio Kontrol Club, Milwaukee, Wisconsin

Many folks have asked me how I manage to get such a smooth polyester resin center section on my wings. Believe me when I say that it wasn't always that way! However, I found that following these techniques, while taking a little more time and effort, is quite affective.

1. Make faint pencil markings, 3-4 inches apart, as a guide on the center section indicating the width the glass cloth and resin will eventually cover.
2. Cut two pieces of glass cloth to the proper width and length. For the wing bottom, cut a length that just approaches the width of the wing (chord), but does not go over the leading or trailing edges. Next, cut a length for the wing top that goes over the top, around the leading and trailing edges and overlaps the bottom glass cloth about 1/4 inch or less on both ends. The purpose of this is to keep your seams, if any, at the bottom to avoid having to mate the two pieces at the exact center of the leading and trailing edges where it can be quite difficult to get the cloth to lay down.
3. Mix up about 1/2-ounce polyester resin and put one drop more hardener in the mix than the instructions call for. This works great with K&B resin but might be a little too hot for some other brands. Test your brand before you try it as you will need about 10-15 minutes working time.
 - Using the pencil lines you made before as a guide, paint a light coat of resin on the center section bottom, just enough so that it is almost absorbed into the balsa, but not entirely. (Note: This is important and you should avoid excesses here, a little less than more would be better.)
 - Next, lay the bottom piece of glass cloth on the resin and work it into the resin with your fingers, working all bubbles or wrinkles until it lays flat. You should have good lighting and look at the work from all angles to make sure it is lying perfectly flat. Also, if you are sensitive to the resin, you may wish to consider wearing rubber gloves.
 - Repeat the above procedure on the top except you will also be painting the leading and trailing edges and overlapping on the bottom. If you think you need more resin to get the cloth to stick, particularly at the LE or TE, use your finger to paint it on because the bristles of your brush will sag the cloth.
4. Let the resin cure for 24 hours in a horizontal position to avoid drips from forming.
5. Mix up another 1/2 ounce of resin and paint it over the already hardened surface until you can see the cloth is completely filled and the surface is smooth. Let it cure for 24 hours.

Cut off the cloth that covers the servo or wing bolt openings. Sand the center section lightly to remove stray cloth fibers and to blend the resined center section into the rest of the balsa wood. If you did the job right you will have very little or no sanding at all. Isn't that what you wanted in the first place? †

R/C Pilot Skill Levels

Author Unknown

Just in case you are wondering what level of R/C pilot competency you have reached here is a list of the different levels with concise description of each one.

Beginner:

Learning to do basic maneuvers like loops, rolls, spins
Spends most flight time bringing the plane back from direction did not intend to go.
Crashes due to simple mistakes.

Novice:

Thinks it's easy.
Doesn't think they need help
Crashes regularly

Intermediate:

Know it's not that easy
Understand they have a lot to learn
Crashes occasionally
Try to help others, but often ignored by the Novice

Advanced:

Always learning and improving flying skills
Planes and equipment, always well taken care of
Crashes infrequently
Can fly any type aircraft with ease
Tries to help others but knows when they are being brushed off, then proceeds to watch the carnage

Super Expert:

Hogs flight station and frequencies
No time for any kind of Club work
Crashes frequently. Ironically "shot down" every time
Knows everything and puts forward that knowledge at any and every opportunity



In The Know

By Scott Rhoades



- Talking with many members over the winter season about what they built, bought new etc., I believe that 2.4 GHz frequency use has officially become the rule instead of the exception at the HCH. There was an email discussion among Club officers regarding this trend to debate whether or not any changes should be made in the frequency control rules. The agreement was that there will be no changes at this time and that all flyers must continue with established policy that ALL transmitters must have a frequency pin attached INCLUDING 2.4!!!
- HCH will have a float in the Fenton Freedom Festival Parade Monday July 4th (weather permitting). Unfortunately, at this point some details are still up in the air. First, the parade route will be different this year which means the staging areas have changed too. What this means for us is that we need to find another area to set up. Since it is still unknown what "staging area" they want us in, those plans cannot be made just yet. Last years organizers were so accommodating and easy to work with, I suspect they will again do what they can to make it easy for us. Second unknown is a tow vehicle. Last year I used my old jeep. Well as this is being written that jeep sits without a transmission and radiator with both items needing work. I have hopes it will be running by July 4th but I'm not counting on it. Any volunteers to pull the float with a truck, tractor, or whatever will be greatly appreciated.

Please keep in mind the past few years that we've done a float, several airplane and helicopter stands have gone unused. In other words, participation has been from the same select few. This includes a couple members from the Flint Aero Club helping out. As it's been stressed in the past, participating DOES NOT mean being in the parade yourself if you don't want to. We just want to use of a couple of your aircraft for the morning. This leaves you plenty of time to still do that family barbeque.

This year's parade info packet says all entries should be in the staging area by 8:30 am. I'm hoping, well actually I'm counting on the fact that this may be a misprint because in previous years that deadline was 9:30. At any rate, we will be meeting at 8:00 am to start float assembly, just not sure where yet. Any questions, comments, ideas or pledges of support, please contact me: sdrhoades25@hotmail.com or 810-923-3799. Be sure to keep watching your email inbox for more info.

- The annual traveling event known as the Mid-Michigan Fun Fly will be hosted by Forest Aviators this year on Saturday July 9, at 10:00 am. This is the event that was hosted by the HCH last year so you guys know what fun it was meeting, talking and flying with

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modelers from other clubs. Keep in mind this is not like our club Fun Fly as it is NOT a competition. Well I guess that's not completely true, because there is trophy for the club with the most attendees. HCH President Doug Pickett has said he would like to see the Cloud Hoppers take that trophy so Doug is rounding up a large team of members to go represent the club. Forrest Aviators are located near Otisville and for more information about the event and a map to the field, just click on this link. [Mid-Michigan Fun Fly](#)

- In the previous newsletter I told you about a new hobby shop in Holly. Since then I've learned of yet another new hobby shop but this one is located in Hartland on Old 23, just south of M-59, right next door to O'Malley's Irish Pub & Restaurant. Owner Michael Beckman of Hartland RC Hobby Shop has provided a decent of stock of those necessary items. Be sure to stop in and check it out. †

Links to key HCH web pages

Home page

<http://hollycloudhoppers.org>

Officer contacts, Announcements, Weather, Club Dates, Club document links, Etc

Members Only (password protected) <http://hollycloudhoppers.org/members.html>

Financial report, Meeting minutes, Club roster, Gate code

Classifieds

<http://hollycloudhoppers.org/classifieds.html>

Field Operation Rules

<http://hollycloudhoppers.org/documents/Field%20Operational%20Rules.pdf>

Newsletter Archives

<http://hollycloudhoppers.org/newsletters.html>

Club Frequency Usage

<http://hollycloudhoppers.org/documents/clubfreq.pdf>

Web page help

http://hollycloudhoppers.org/help_faq.html

Membership renewal

(renewal page not available this at this time.

Need to contact HCH Secretary / Treasurer Jim Finch)

Things to ponder

Knowledge is knowing a tomato is a fruit; Wisdom is not putting it in a fruit salad.



Events Calendar



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

HCH dates

Events around the area

Date	Event	Host Club/location/Link	Time
★ * June 4	Recreation 101: Intro to Summer	Heron Beach	12:00pm
★ June 18	HCH Fun Fly	HCH Club field	10:00am
★ June 19	Fathers Day Air Show	Flint Aero R/C Club	10:00am
★ July 4	Fenton Freedom Festival Parade (see page 7 for info)		8:00am
★ July 9	Mid Michigan Fun Fly	Forest Aviators	10:00am
★ Aug 6	HCH Open House	HCH Club Field	12:00pm
★ Aug 6-7	Big Bird Fly-In	Flint Aero R/C Club	10:00am

* Members received an email regarding this last minute addition. Email a club officer if you need more info

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