

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

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

# Behind The Flight Line

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Just incase there are fans of the Silver Lining that have been beside themselves waiting an agonizingly long time for this latest edition to be posted, I'll begin with a short explanation why its been such a long time between the previous edition and this one... Been busy! I've officially gone back in school to get into a career that is a little more recession proof. Sitting down in front of a computer to hammer out a newsletter just hasn't been on the top of my "to do" list when there is homework to be done.

Another reason for not getting a newsletter out sooner is that my spare time has been spent actually flying instead of writing about it. This is no exaggeration; I have logged more flying time in the past year than I have in the combined previous 25 years I've been in this hobby. You're probably wondering how in the heck I was able to accomplish that? Easy, I got rid of the motors from my airplanes.

To many this may sound like sacrilege but late last August I purchased my very first sailplane and have been pretty much a glider pilot since. All the blame for my new obsession rest with fellow HCH member, Mike Wizynajtys. It was about two years ago

when Mike told me about an aspect of R/C that looked interesting to him, called Discus Launch Gliders (DLG). Mike emailed me some Youtube video links featuring DLG flying. I watched those videos and saw guys take a plane; hold onto the wingtip and spinning like an Olympic discus thrower to get the plane into the air. I was amazed at how high they were launching these planes. After watching a couple videos I thought, "That looks like an interesting spin on flying R/C".*[pun intended]*

At first I wasn't too sure about this whole "glider" thing because I fly testosterone driven, smoke belching, manly aircraft. I'm talking macho machines with spinning daggers of death capable of dismemberment in the blink of an eye. Figured if I even looked at a glider, my man card would be revoked. Although the brute force involved for getting a DLG aloft fulfilled the "manly" aspect, so I was interested.

After a many months of kicking the idea around and both of us doing research on the subject, Mike jumped first and bought a used DLG off the internet. Shortly after the plane arrived Mike installed a receiver and programmed his transmitter to fly a plane *[cough, cough]* with no motor. After the plane was set up and ready to fly I gave him a hand with the maiden flight. We took turns controlling the sticks while the other one threw the plane by using a very safe overhead launch (AKA Javelin style). Even though neither of us had ever flown a glider before, it was apparent some adjusting was necessary to get the CG a little more forward.

## On the Cover:

**Brent Venable's f-86 on a nice clear day at the flying field.**

*Photo by Tim McAuley*

► **Flight Line, 3**

## ◀ 2 Flight Line

A few days later, with all adjustments made, we performed maiden flight part deux but this time at my house. We did many flights using the overhead throw to launch the plane, in order to get used to a plane not capable of motoring itself out of trouble. Then Mike decides our man cards are in jeopardy and its time to do as the plane is designed; grab a hold of the wing and discus launch that sucker. With his transmitter in one hand and the wing tip of the plane in the other he did a cautious discus spin. With this launch he gets it up high enough to quadruple the flight times we were getting previously, going from 5 seconds to 20.

Mike invites me to give it a whirl [*more intended puns*]. Whoops... That flight ended with an unfortunate meeting with the side of my house. No damage is done and we go back to flying again, both taking turns trying our hand at this very unfamiliar and awkward discipline.

With each subsequent throw we are both gradually improving our technique and get a little more comfortable with the launch as well as flying a glider. With improved technique came higher launches and with higher launches came longer flights. All was

going predictably well... That is until "IT" happened.

We had been at this for about forty minutes and with my umpteenth turn on the sticks I was in yet another flight that; due to a lack of a motor and not really knowing what we were doing, was going to end as quickly as it began. Although before the plane could float its way back to earth luck would intervene and change things.

Despite being a very calm day the plane did a little bobble about 30 feet above the ground. At that point I put it in a genital left bank to make a circle and the very moment I did the clouds parted and a choir of angles started to sing. As narrow beam of sunlight came shining down on that blessed little plane I completed half a dozen circles with no loss of altitude at all. What had happened is I just received my very first taste of flying a glider in rising air. That would be my last flight of the day because I went inside to search the net for my own used DLG. I was hooked!

Even though Mike and I both feel we still have a lot to learn about thermal soaring, we sure have come a long way since those humble beginnings in my backyard and have

## ▶ Flight Line, 4



**Several planes working a thermal.**



**Mike taking a break between rounds at "The Bruce" and trying to stay cool in the 105 degree heat.**

### ◀ 3 Flight Line

done a lot too.

Taking an R/C airplane from less than 100 feet above the ground to several hundred in a rising thermal can be an exhilarating experience, Although its the competitive aspect we have found most enjoyable.



**Mike is timing and I'm flying**

In just one year we have competed in several local contests and traveled out of state to participate in much larger events. In June we traveled to Kentucky to be part of the largest DLG contest in the country, called "The Bruce". I know Mike will return blame now because going was my idea. You can read about "The Bruce" in the November issue of *Model Aviation*, pg. 75 (See if you can find us in the picture at the bottom of page 76 and no we're not the ones front and center).

In July we became first time competitors at

the Nationals in Muncie, flying the discipline known as F3K. For more about F3K/DLG at the Nat's be sure to check out the AMA's publication "[Nat's News](#)". Seriously check it out. [wink, wink]

Let me give you a little overview on the competitive side of DLG. The local

contest involves a fairly decent sized contingent of Michigan pilots and in our short time we've seen that number increase as the popularity of DLG spreads. Local contest are currently held at the Greater Detroit Soaring and Hiking Club (GDSHS), and often draws guys from Ohio and Canada.

Currently there are 10 different "task" under F3K rules and all are timed. A contest director can make up a single contest using any combination of task which he feels provides good mix of challenge and variety. A task typically involves multiple launches

▶ **Flight line 5**

## 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](http://hollycloudhoppers.org/help_faq.html)

### Membership renewal

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

### Facebook Page

<http://www.facebook.com/pages/Holly-Cloud-Hoppers/289670371113020>

#### ◀ 4 Flight Line

and flights within a time window. One example of an F3K task is the 5x2, which involves five flights with a maximum time of two minutes each and all five must be completed within a 10 minute window. There is no penalty for flying over or under the two minutes, however when that happens the consequence is lost time. What the pilot is attempting to do is get all five flights as close

#### 2012 F3K Nats, Muncie IN



as to the 2-minutes as he can. Those who are able to do this and quickly re-launch the plane between each flight are able to record plenty of actual flying time. The pilot with the most accumulated flying time within the 10 minute window is awarded 1000 points for the round. The rest of the pilots in that group are awarded points calculated on how many seconds they dropped in relationship to the best time.

Bet I know what some of you are thinking about this whole glider thing because it's probably the same thing I thought prior to getting one: Gliders are for those that don't know how to fly very well or are afraid of powered planes. That might be the case for a few, especially those that only have an interest in flights that last 30 seconds or less. However if a pilot wants to fly a glider as

intended, i.e. keep it aloft for several minutes by just riding rising air, that requires a special skill set. Let me tell you gentlemen, powered flight experience is often a handicap when it comes to learning how to steer a sailplane efficiently.

If you would like to know more about DLG's, Mike and I are more than willing to answer any questions. You can call, email or the best way would be to simply come out and join us for a flying secession to see it first hand. Even a simple Google search under DLG or F3K will reveal a lot of information and short videos. If you would like to see a contest in person, visitors are always welcome. The club field for GDSHS is at the Addison Oaks County Park between Oxford and Romeo. During the flying season there is a DLG contest about every month. [GDSHS Website](#)

Watching gliders fly may sound boring but F3K is far from that. Picture if you will, several pilots and their timers wandering around a large flight box. Planes flying everywhere and being thrown at speeds in excess of 70 mph. Depending on the task being flown and the number of pilots in a group, it can look like a chaotic mess or a well orchestrated ballet. †



**A break in the action at the 2012 Nat's while a storm rolls in. Good time to visit the AMA museum.**

# Pilot Skill Levels

Author Unknown

**J**ust incase you are wondering what level of pilot competency you have reached here is a list of the different levels with concise definition 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, king of the sky:**

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.

### **Things to ponder**

Why is it that whenever you attempt to catch something that's falling off the table you always manage to knock something else over?

# 2012 Open House

Photos by Cristy McAuley



# In The Know

By Scott Rhoades



- This is a reminder that the HCH has a [Facebook](#) page. Some of you that have liked the page may be thinking not much is getting posted there. Keep in mind this is YOUR page to; set up flying times with others, ask for help with a problem or post whatever is on your mind. Don't expect much official club news to be posted there. That is why we have a website and newsletter.
- This will be the last newsletter until spring so the annual HCH meeting is being announced now. It scheduled for the usual date, which is the last Sunday in February. For 2013 that day falls on the 24<sup>th</sup>. The meeting will start at 2:00 pm sharp and is being held at the Holly VFW Hall on Airport Dr. Holly, MI. It is important to note that this date is somewhat tentative because it's too early to schedule anything with the fine folks at the VFW. We've never run into a problem but monitor the HCH website, your email inbox and yes even the Facebook page for any changes as the meeting date approaches. Every HCH member is encouraged to attend the club's only meeting of the year. The club also welcomes prospective members and guest to attend the meeting as well. As always, be sure to bring the plane you worked on all winter for the Winter Project Contest.
- This second notice is for membership renewals. HCH Secretary/Treasurer Steph Rivette is accepting 2013 membership renewals. To renew your HCH membership just visit the following link [Renewals](#). Going to this link you can either renew online (with credit card, debit card, Paypal) or print the renewal form for mailing in your dues. Due to the club's good financial standing, officers voted to carry forward the \$10 reduction in renewal dues that members have enjoyed the past few years. As a note, membership numbers have been dwindling little by little and if the trend continues we may have just seen the last year of this benefit for awhile. Full members will renew this year for \$25 instead of \$35 and family renewals will be \$35 instead of \$45. As a reminder, renewals paid after April 15th will be assessed a late fee of \$15. Be sure to renew your AMA because Steph cannot process your HCH membership until that gets taken care of. You can renew online there too. <http://www.modelaircraft.org/>
- One of the more time consuming parts of putting together this newsletter is creating the calendar page. So if you've read the first part of "Behind the Flight Line" you will understand why it's been omitted from this edition. However dates typically included in the fall edition calendar page have been posted below, just minus the fancy layout.

January 1, 2013	Chili fly @ club field
February 10,	Chesaning Swap Meet @ Saginaw County Fairgrounds
February 24,	Annual HCH meeting @ Holly VFW Hall Airport Dr.
April 5,6,7	Toledo Weak Signals Model show
April 15,	Membership dues renewal to avoid late fee.

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