



# Silver Lining

www.hollycloudhoppers.org

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**Be safe, have fun and don't have too many rules!**

## From The Editor

By Scott Rhoades

**A**bout a week after distributing the previous newsletter (you remember, the issue that had the pre-flight and maiden flight checklists published in it) My daughter Emily and I were at the flying field so she could get some stick time on the trainer plane. During set up of that plane I reached in the flight box for my checklist and quickly realized it was still next to the computer where it had been used as a guide to layout the list in newsletter. I really wanted that list to do a comprehensive pre-flight, since that plane was being brought out of a long winters nap and it had endured a move to our new home. I continued with the preflight anyway, doing a range check, going over flight control movements, trims, etc. Skipping those few checks that didn't come readily to mind wasn't going to matter.... Everything else checked out well, so on with the flight.

To make a long story short... About two minutes into the flight, while flying straight and level at about 1/3 throttle, the plane made an unexplainable hard left on to its back leaving me with zero control. The big question for me, second to "what the heck happened?" is... had I gone over everything on the Pre-flight list, would the fatal flaw have been revealed? I don't know? From theories surrounding that crash, the probability is about a 70% yes. I've been using those lists for years and this just reaffirms my position. If you still have not considered using one, I hope this story will make you reconsider.

For those wanting to give the checklist a try, or if you forgot yours like I did, a laminated copy is hanging in the frequency board at the field. Feel free to use it anytime, just be sure to return it when you're done.

To retrieve the crash damage mentioned above, I had to go over the river and through the woods but it certainly was not a trip to grandmothers house. Some of you might be very familiar with the creek I had to traverse located just inside the woods along the north-and northeast borders of the flying field. Getting across requires either a balance beam act on a rotted log or finding a spot where the creek narrows making a huge leap. Coming and going I elected for the huge leap, however that task proved to be quite difficult with an armload of airplane pieces. I've been back in that section of woods a couple times now and had about enough of that creek and won't be jumping it any more; I will be doing my crashing in another location, much closer to the runway. However for those insisting on crashing over there will now

find a bridge to make retrieving gear from that jungle a bit easier. In fact there are two bridges to help you traverse that waterway. One is located roughly straight out from the pavilion and the other is off the northwest corner of the runway. They are easy to find, just look for the florescent pink surveyors tape tied to the trees at the edge of the woods. Happy hunting.

Looking at the *HCH* schedule, you will see Crossroads village is next on the agenda with the first Inter Club Fun Fly the very next day. Two weekends after that is the *HCH* Fun Fly. For those not familiar with the Crossroads event I'll give a brief overview and for a rundown on the all the Fun-Fly's be sure to read Contest Director Ed Kincer's section on page 4.

The Crossroads event, for the most part, is a chance for club members to display aircraft and talk with visitors about the wonderful sport of R/C. You can fly at this event but usable airspace and approaches are very limited so only STOL (Short Take Off & Landing) aircraft are suitable for flying. Please keep in mind that flying at this event is certainly not a prerequisite for having fun. Crossroads Village and Huckleberry Railroad is a replica community from the 1800's with artisans, craftsmen and townspeople. Bring the family and tour the various shops, take a ride on the steam locomotive for scenic 8-mile trip or maybe you

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## 2005 Events

- ✦ **Crossroads Village** - June 4<sup>th</sup> 9:00 am  
*At Crossroads Village Flint, enter at rear entrance of park*
- ✦ **Inter Club Fun Fly** June 5<sup>th</sup> 10:00 am  
*Skymasters club field, Scripps Rd. Lake Orion*
- ✦ **HCH Fun Fly** - June 18<sup>th</sup> 10:00 am
- ✦ **Inter Club Fun Fly** July 23<sup>rd</sup> 10:00 am  
*Hosted by the HCH*
- ✦ **Open House** - August 7<sup>th</sup> 12:00 pm
- ✦ **Don Campbell Memorial** August 8<sup>th</sup>
- ✦ **Last Bash Potluck** - Sept. 24<sup>th</sup> 4:00 pm
- ✦ **Chili Fly-In** - Jan 1<sup>st</sup> (2006) 11:00 am

*All events will be held at the HCH flying field unless otherwise noted*

(Continued from page 1)

would enjoy a riverboat ride on Mott Lake. Crossroads Village is located on Bray Rd. just north of Flint. Plenty of signs in the area will direct to the park. HCH meeting time is at 9:00 am at the rear entrance of the park and our admittance is gratis. For those that attended in the past and plan to this year, remember we are only there for Saturday, instead of the whole weekend. Also, as mentioned in the previous newsletter, general attendance to the park will be much higher this year than we are accustomed to. Crossroads officials tell President Jim Shipman, attendance will be roughly 3000 for the day. To put that number into perspective, previous years attendance during our event was about 300 visitors per day. It pretty much goes without saying, a lot of members are needed for this one.

If you have stacks of R/C magazines ready to be discarded like I do, this event is a great opportunity to recycle them and make some kids happy in the process.

For more info about this event, including a map, Internet users can read Larry Pittman's article that was published prior to our inaugural visit to the village. This can be found in the Spring 2003 issue of the Silver Lining. Most of that information is still applicable for this year.

On solemn note, Clarence Perczak's wife Elenor passed away May 4th. I'm sure all of you will join me in extending condolences to Clarence and his family for their loss.

Clarence hope your doing well and look forward to seeing you at the flying field soon. †

## Fuel Facts

By Don Nix

*This is the last article in a series of five written by Don Nix, founder and former owner of Powermaster fuel. Previous articles can be found in the Silver Lining archives on the HCH web site. Starting with the spring 2004 issue.*

### Storing Fuel for Maximum Shelf Life

During the Q&A part of countless "Dog & Pony Shows" at hobby clubs all over the U.S., one of the frequently asked questions is, "What's the shelf life of fuel?" The answer is both simple and easy: Properly stored, model engine fuel will last almost indefinitely.

So....what constitutes "properly stored"? Let's take a look.

Contrary to many things you might have read or heard, just about the only thing that adversely affects model fuel is the absorption of moisture from the air. Keep the air away from it, and your fuel will likely be potent longer than you are! Methanol - the major ingredient in model fuel - is hygroscopic. This means it's virtually 100% soluble in water, and absorbs moisture from the air like a vacuum cleaner sucking up dirt.

Most modelers have no idea how rapidly this can - and does - happen, and tend to be rather skeptical about the idea. Let me paint a picture for you: Almost everyone has spilled a little fuel on the top of their fuel can in their flight box. If so, you've no doubt noticed that the shallow film of raw fuel takes on a cloudy, milky look. What you are seeing is the methanol sucking moisture right out of the air. Since the quantity of fuel is thin with a lot of surface area, the absorption is rapid, the water won't mix with the oil and the fuel turns cloudy. Just remember how quickly this happens.....almost immediately.....and it might give you an idea of just how quickly your fuel can be ruined if you leave the cap off, allow a vent tube to remain open, etc.

The wide surface area relative to the quantity of the fuel exposed is disproportionate, of course, to leaving the cap off the fuel jug, but I think you get the idea. In a humid condition such as exists in parts of the U.S., it doesn't take very long at all to adversely affect your fuel. And it doesn't take a large opening....a cross-threaded cap, a small vent line, etc. is all that's needed to do the damage.

The solution is simple, of course....just keep it tightly sealed.

And yet, sometimes that's not enough. Most of us have seen small droplets condensed inside our fuel jugs after it's become partially empty. This is the result of condensation of moisture as the air trapped inside the jug cools. Until about a year ago, there was little we could do about this, but there is now a method to take care of this problem. Since it's not the purpose of this column to commercially promote our own products, those interested are invited to contact the writer at the e-mail address above, and we'll be happy to tell you about the product that will solve the problem. (*Editors note: Mr. Nix sold Powermaster Fuels after this article was written, so inquires about this product should be directed to them at [www.powermasterfuels.com](http://www.powermasterfuels.com)*)

For the reasons above, it's our opinion that it is rarely a good idea to buy model fuel in 55 gallon drums. Unless all the fuel is poured up the first time the drum is opened, a substantial volume of air is trapped inside the drum each time it's opened. Steel containers of any kind warm and cool much more readily and rapidly than plastic, and condensation is much more evident in this type container. The result is that the last portion of the drum of fuel is quite likely to be contaminated with moisture, sometimes to the point of being unusable.

There is another downside to buying fuel in drums, especially if more than one person is using it. With no control over the type container the fuel is dispensed into....perhaps not bearing sufficient or proper warnings, etc., the liability is incredibly high if an accident of any sort should occur. Model clubs considering this type of fuel purchase for their members should be particularly aware of the potential liability....which is huge!

While it's true that the UV in sunlight (or in fluorescent lights, for that matter) will cause pure nitromethane to deteriorate over time, it's our experience that once the nitro is in solution and substantially diluted, the deteriorative effect is relatively minor.

To test this, some years ago we put a gallon of 10% fuel out in direct sunlight (in sunny Southern California) for a month. At the end of that time, we tested that fuel in an engine vs. fresh product and could see no difference. While it certainly won't hurt anything to store fuel away from direct sunlight, etc., it's our personal opinion that the adverse effect of sunlight on fuel under normal operating conditions is too little to worry about. †

*This article is reprinted with the consent of Mr. Nix for use in the HCH Silver Lining Newsletter.*

**S**tarting in 2006 anyone wishing to renew his/her membership or become a new member must pass a member test. The current 2005 membership is being presented an advanced copy of the test to study. The following eleven questions are designed to test knowledge of Cloud Hopper facts, AMA information, and select modeling terms and fundamentals... Essentials every *HCH* members should know. *Scott Rhoades*

1. The Holly Cloud Hoppers (*HCH*) are a group of...
  - A. Model aviation nut cases.
  - B. Adults that never grew out of playing with toy airplanes.
  - C. Wannabe Navy top gun pilots.
  - D. All of the above.
2. Every full and junior *HCH* member must also be a member of the AMA. What does AMA stand for?
  - A. All My Allowance
  - B. Airplane Mangling Alliance
  - C. Academy of Malfunctioning Aircraft
  - D. Aviation Modelers Anonymous
3. Origin of the name Cloud Hoppers is derived from...
  - A. A Native American tribe that once habited the Holly area.
  - B. It's an acronym, each letter is the first initial of each founding member.
  - C. Somebody misspelled Clodhopper.
  - D. None of the above
4. The *HCH* holds it's annual meeting how many times a year?
  - A. 1
  - B. 6
  - C. 12
  - D. What meeting?
5. When pilots talk about the "C of G" they are referring to the...
  - A. Chance of Going.... *To the: flying field, the hobby shop, a swap meet, etc.*
  - B. Communication of Gossip
  - C. Casualty of Gravity
  - D. Concealment of Grief
6. Model airplane crashes are typically caused by...
  - A. The loose nut at the end of the sticks.
  - B. Exceeding the expiration date of the airplane.
  - C. The wrath of upset aviation gods.
  - D. Contact with an immovable object.
7. When searching for a downed model airplane you should...
  - A. Attempt to radio your pilot to get his coordinates and an airframe status report.
  - B. Vastly reduce search time by going directly to the; wettest terrain, thickest undercover or tallest tree.
  - C. Be considering what plane you will purchase next.
  - D. All of the above
8. The acronym ARF means...
  - A. Always Ready *to* Fail
  - B. Any Rich Fool
  - C. Airplanes- R- Fun
  - D. Any Reason *to* Fly
9. When a pilot says "Dead Stick". It means...
  - A. His airplane is attempting to kill some trees.
  - B. His airplane will soon revert to its basic form, just a bunch of dead balsa sticks.
  - C. His stick deodorant has quit working because he's starting to sweat.
  - D. Something unprintable.
10. According to the Academy of Model Aeronautics, the average age of it's members...
  - A. Is older than dirt.
  - B. Is just about old enough to remember when the airplane was invented.
  - C. Would be reported MUCH lower if its membership was mostly women.
  - D. Is so old most forgot what the question was by now.
11. Flight line is...
  - A. Sold by the foot at the hobby shop.
  - B. A navigational aid.
  - C. A waiting line at the frequency board.
  - D. What a pilot walks for a sobriety test.

## Contest Director's Report

By Ed Kincer

Tradition continues at the HCH with the 6<sup>th</sup> annual Club Fun Fly on June 18. Pilots will compete in five separate events and the individual with the best overall score will be crowned winner of the 2005 Fun Fly. Will defending champion and two-time winner Ken Kliewer repeat? The fun fly is open to all members and I want to stress that it doesn't take a highly skilled pilot or a very aerobatic airplane to participate, have fun or necessarily win. Here is a list of the events planned for this year along with a few words of wisdom:

- Limbo – A crowd favorite and just so you know the limbo pole breaks very easily.
- Bomb Drop – Pilots need to remember... Watch the plane, not the bomb.
- Balloon Break – How did we miss all those balloons last year?
- Taxi run – The key is take your time and do it right.
- Precision landing – Sure sounds easy doesn't it?
- Spins – This is a tiebreaker event, but just in case keep the nose of your plane down and watch for the ground.


Out of the five regular events each pilot's final score will be totaled on his best four. Everyone will have an opportunity to throw out his lowest score. A mandatory pilots meeting begins at 10:00 am and the club will be providing lunch. Event details will be posted at the field in coming weeks so watch for those. Anyone that has attended this event in recent years will certainly attest that we know how to put the FUN in fun fly and that laugh factor is pretty high. So be sure to put this event on your must do calendar.

The summer of 2005 also brings the 2<sup>nd</sup> annual South East Michigan Inter-club Fun Fly Series. Last year we competed against two other clubs, the Pontiac Miniature Aircraft Club (PMAC) and the Skymasters. This year we hope more clubs will join the mix and maybe as a club we will finish a little stronger. The Skymasters will host the first of the series at their club field on Lake Orion on Sunday June 5<sup>th</sup>. Then Team HCH will take a turn at hosting on Saturday July 23<sup>rd</sup>. Any member is welcome to join the team for one or all of the series. Just like the club fun fly this is open to all skill levels, the only qualification is that you know how to have fun. If you're interested in participating contact me by e-mail at ERKincer@aol.com or by phone 810-629-0928.

Those of us that participated in the inter-club events last year had a blast! Flying and competing was fun but more importantly we had an opportunity to associate with other area modelers. We established new friendships and exchanged ideas, this year those relationships will only grow. For our hobby to prosper these inter-club connections are indispensable. Working together, promoting safe flying we will safeguard the future of our flying sites. ✚

## A beginners tale

By Emily Rhoades

 My name is Emily Rhoades. I'm 8 years old and last year I became a Holly Cloud Hopper. My dad told me that I'm the only girl and the youngest member. My dad is teaching me how to fly a plane. I've only flown a few times in the air. Until I flew the first time, I never knew it was so complicated. You guys make it look so easy, I thought you guys must practice all day except for holidays. I've really learned a lot from my dad, for example; to go up you need to push down and to go down you push up. Frank loaned us a computer program so I could also practice flying on the computer. I didn't want to wreck my dad's planes, cause it is too expensive and too much work to fix them! The hardest part of flying is keeping the plane up in the air.

Last year was very exciting joining the club but this year I think will be more exciting because with all my dad's help teaching me I will be flying solo in no time.

At the Open house last year I had a blast! The thing that was most exciting was the introductory flights. I think my brother Matthew liked the free food, I have to admit, so did I. Just a few weeks ago my dad crashed the plane I was using, I mean totally wrecked the plane! It was freaky. He was just flying and all of a sudden it flipped over and BAM he lost control and it went down into the woods. My dad got the plane that day but not the wing. It was up in a tree. A few days later my dad and I went to the flying field and got the wing because it had been windy the past few days. The wing was totally broke too. ✚

### 2005 HCH Club Officers

<b>President</b>	Jim Shipman	14459 Ripley Rd.	Linden	MI 48451	810-735-9113	Shipman830@cs.com
<b>Vice President</b>	Chuck Beach	430 Grange Hall	Ortonville	MI 48462	248-627-4844	
<b>Secretary / Treasurer</b>	Larry Pittman	11406 Majorca Pl.	Fenton	MI 48530	810-750-0047	larrypit@chartermi.net
<b>Safety Officer</b>	Frank Robinson	9441 Whitelake Rd.	Fenton	MI 48430	810-629-3963	lrobinf@aol.com
<b>Newsletter Editor</b>	Scott Rhoades	12361 Duffield Rd.	Gaines	MI 48436	810-923-3799	

*I hope your not really looking here for answers to that test!*

## More Checklist

To continue the checklist theme from previous newsletter... Another checklist that I've used for years is one to make sure everything that needs to go to the field is going to the field. My list has undergone a few revisions over the years however one thing has remained constant, and that is posting it in a conspicuous place and giving it a quick check before departing to the field. There have been several occasions where that quick check saved me. Some items, such as my sunglasses, wouldn't have kept me from flying. However some would have necessitated a trip back home for lets say a transmitter. Regardless of how far away you live from the field it's no fun wasting precious flying time retrieving items you forgot at home. If your like me, a wee bit absent minded and live quite a distance from the field, a list like this is an absolute necessity.

My list is printed in the next column just to provide ideas, since everybody's interest and needs are different. For instance, I have kids and they are still learning to fly so we need to make sure the trainer box and cord gets loaded. Maybe you would prefer to take coffee or soda instead of water. Those that fly electrics or giant gassers, will have totally different flight box section than mine. You get the idea.

If you don't already use a similar checklist and ever arrived at the flying field minus a key element. I suspect you will create your own list and use it religiously as I do. ✈

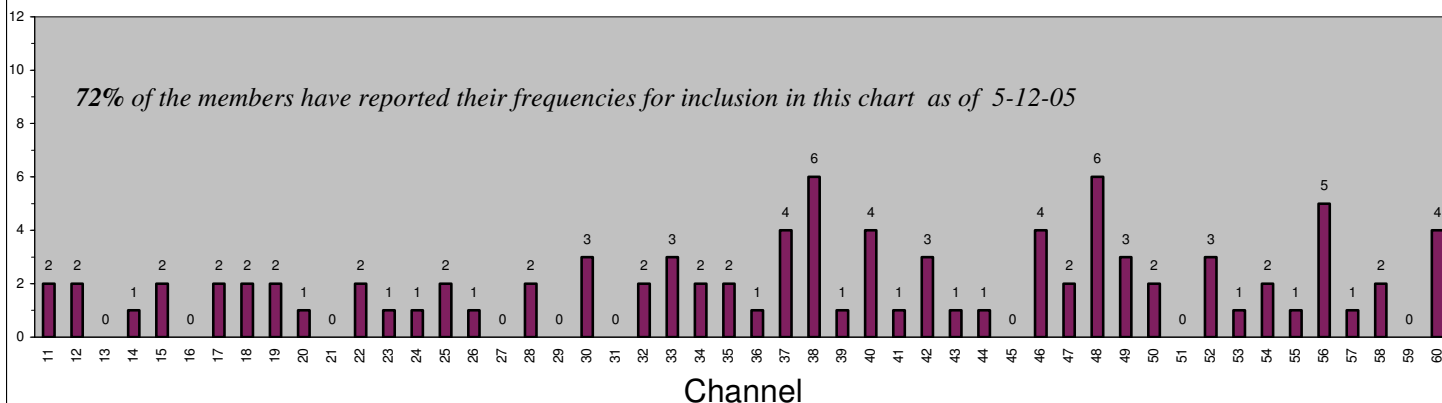
Scott Rhoades

### Flying Field Checklist

- Fuselage**
- Wing**
- Transmitter**  
Neck Strap  
Trainer Box and Cord (if necessary)
- Flight Box**  
Fuel  
Glow Driver  
Starter  
Cleaner and Towels  
After Run Oil
- Accessories**  
ESV & wire leads  
Tachometer  
Extra Props  
Extra Glow Plugs
- Tools**
- Kneel Pad**
- Club Field Card**
- Sun Glasses**
- Water**

## Frequency Distribution

Frequencies HCH members are using



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## ***Radio Control Flying Club***

***AMA Charter club #3117***

***Flying Field located on Mackey Rd. 1/4 mile  
South of Grange Hall near I-75 Holly, MI  
Visitors always welcome!***

***GPS location N42 48.596 W83 34.342***

**HCH Member**