



Skyhawk Report

August 2016

Next meeting is August 15th at **Epic Corean Restaurant**, 1455 Woodruff Road
Dinner at 6:30. Meeting Begins at 7:30

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Quotes of the Month

“There are three kinds of people in this world ... those who are good at math and those who aren’t.”

- Anonymous

“If it weren’t for electricity we’d all be watching television by candlelight.”

- George Gobel

“I live on a one way street that’s also a dead end. I’m not sure how I got there.”

- Steven Wright

“When I was born I was so ugly the doctor slapped my mother!”

- Rodney Dangerfield

New Members

We signed up two more members at the July club meeting:

Joe Duncan, Novice, and Tom Larson, a returning Pilot. Welcome guys! See you on 417 as soon as the temperature allows for me to go out without melting my tennis shoes!

Communications

- Once again in July someone left the entrance gate unlocked when they left the field. The power panel was also left unlocked. Most likely this was due to a non-member who was the last one at the field and did not know the combination. So, here's a suggestion. If a member is flying with *anyone* at the field and packs it up to leave he or she should make certain the remaining pilot knows the gate and power panel lock combinations and remind that pilot to be sure and lock up when he leaves.
- And on the subject of guests who come to fly at our field. It is the responsibility of each of us to be certain that someone we don't recognize has at least an AMA membership card, and hopefully a membership card from another club as well. First if the pilot is not an AMA member he has no AMA insurance. Second, if he does not have another club membership card there is no way to know if he has been properly instructed and is qualified to fly. In the latter case, if the visitor has no club membership card, then whichever member is at the field he, or they, should watch the visiting pilot fly to determine if he is capable of handling his plane. If he is not, he should be invited to leave the field until he has been signed off ... nicely, of course.
- Our next (and perhaps last) fund raiser Fly-In will be held on October 15, 2016. Details will follow as we get closer to the date.

Huh?

Since the weather has been fairly miserable of late these old bones have been indoors a lot. Indoors a lot without a lot to do. So, I've been passing my time doing the laundry, running the dishwasher, repairing caulking in need of repair, polishing the silver, those kinds of things. I even performed pre-flight maintenance on a few of my airplanes even though I don't know *when* the temperatures will allow for my actually going out to the field again. So, I reviewed some of my older newsletters to see if I had left myself any tips that might be useful. Now, it's fairly easy to verify battery conditions, check all the control throws, servos and linkages, look for any nicks or tears in the Ultracote, check the transmitter out, hunt for "hangar rash", and look over all the wiring to see if that's OK. Then, I ran across one of my old newsletters from a few years ago which addressed fuel tubing (all my planes are either nitro or gasoline). At that time I had experienced a "dead stick" landing (which turned out OK) but I couldn't figure out why the engine quit. It was in good shape and was running well, there were no nicks or splits in any of the fuel tubing routed outside the firewall and I just couldn't figure it all out. So, at my wits end, I decided to look *inside* the fuel tank to see if any of the clunks had come loose or if one of the clunks had gotten stuck up at the front of the tank. Well. What I found was that the fuel tubing in the tank just came apart in my fingers! The experts at our field such as Eric Meyers and Bob Johnson et al, told me they hadn't seen that particular condition before, but that some fuel tubing if used over an extended period of time could be softened by long term

immersion in the nitromethane. So I replaced all the tubing and that resolved the issue. I asked Eric if there was any superior tubing I should use and he said, "Well, why not just change the tubing every year or so?" So during my pre-flights I looked inside all the fuel tanks. And, indeed, in at least one of the tanks the fuel tubing *looked* OK but just felt kind of squishy. So, I replaced the tubing in the tank. And, I just may have saved myself another unanticipated landing due to the tank being unable to deliver fuel to the carburetor. Lesson learned.

Upcoming Events

8/26/2016 - 8/27/2016 -- Rembert, SC (C) SOD BUSTERS WARBIRD RALLY. Site: 8840 Camben Hwy. Gilbert Cofer CD PH: 704/791-2518 Email: gilbertcofer@gmail.com. Visit: rcflightdeck.com. Sanction #16/300. Giant Scale Warbirds from all eras in military or civilian paint schemes. 80' monoplane/60' multiwing. Large, beautiful flying site with unobstructed approaches. Preregistration and event flyer on website. A GSWA event. Sponsor: CAROLINA SOD BUSTERS.

8/27/2016 -- York, SC (C) SUMMER FUN FLY IN. Site: York County Flyers. Ed Talhame CD PH: 803-701-9669 Email: z747pilot@aol.com. Visit: yorkcountyflyers.com. Sanction #16/1772. 9am-2pm. Location; 240 Langrum Branch Rd. IMAC, 3D, Glider, Helicopters, Quads, and drones. Sponsor: YORK COUNTY FLYERS INC.

This Month's Special

"When it absolutely, positively has to get there!" Uh, except sometimes they're a bit late.



Investigators found a pair of ice skates, an unopened box and a soccer ball in the intake!

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