

# *Plane Talk*

MAY 2009



<http://www.qcskyraiders.com>

## ***Next Meeting***

Wednesday May 13, 2009 @ 7:00 p.m.  
at Dean Maupin's Hanger  
Mt Joy Airport  
Mt Joy, Iowa



## 2009 Officers

President Rockne Brosman 269-2023

(rbrosman@hotmail.com)

V. President Les Schjelderup 799-5678

Secretary Rick Haney 764-6089

Treasurer Mark Chronister 236-3324

P.R. Dennis Witt 797-2893

Newsletter Mike Cobert 788-1132

[mcobert@mchsi.com](mailto:mcobert@mchsi.com)

## Minutes

**March 11, 2009**

Meeting called to order by president Rockne Brosman at 7:00.

13 members and 3 visitors were present.

Minutes were read and approved.

Treasurer's report read and approved.

Business:

Fuel is in and can be picked up at Custom Covers.

Calendar change – Freeport's Sneek In will be June 13<sup>th</sup> – 14<sup>th</sup>.

Next meeting will be at Davenport Airport. See info. Elsewhere in this letter.

City of Milan wants to meet with use before 4<sup>th</sup> of July event.

We will attend Moline Park Board meeting to find out if the city will clean up park area or possibly keep gate locked.

Erie club will have their Foamy Racing events this year.

Slow Survivable Combat could be held at our field. More later.

Mark Cronister, Kelly Bryant and I flew at the Moline easter egg hunt. Had a good time until the wind came up.

Our club is invited to fly a Newberry's field. Give a call first. # is in add.

Committee Reports:

Fun Fly rules will be in place by the June meeting.

Mowing list will be on your e-mail shortly.

Show and Tell:

Glen Williams displayed his 4 Star 40 which is partially done. It will be powered by an OS 46 LA.

Kelly Bryant had his Slow Survivable Combat plane to show.

Powered by a 15 size engine.

*Respectfully Submitted by Rick Haney - Secretary*

## **REMINDER**

Our next meeting will be held at Dean Maupin's hanger at the Mt Joy Airport in Mt. Joy, Iowa at 7pm. See you there!

### **Calendar of Events**

May 13 QCSkyraiders meeting Dean Maupin's Hanger Mt. Joy Airport

June 10 QCSkyraiders meeting 7PM

June 20-21 Sneek In Fun fly Freeport, IL 9AM

June 27 Scale Meet Davenport Sod Farm 9AM

July 11-12 Whirlybird's Fun Fly QCSR Flying Field 9AM

July 19 Morrison Fun Fly Contest Morrison, IL 9AM

Aug 9 QCSR Fun Fly – Contest

Aug 16 Erie Fun Fly

Aug 23 QCSR Float Fly

Sept 12 Bud Miller Fly-In Davenport Sod Farm 9AM



#### **How I See It – by Rick**

This month has flown a bit faster than the last few. The weather has gotten better (not much) but better than it has been. I have been out to fly a couple of times.

Several of us went to Newbery's to fly. He has extended an invitation to us to use his field when ever we want to fly. It is a wide open area so there shouldn't be any problems. You will face the west so sun could be an issue in the afternoon. Also do NOT fly before 9:00 in the morning.

Bob McKay is moving to the sunny state of Florida so he is selling all his airplane stuff. Planes, some engines, tools and lots of small stuff. He had changed over to electric power so there are a number of electric motors and speed controls and related items.

We wanted to get the field in shape but the weather didn't cooperate with the drying of the ground. It was too soft to drive on. We need to pick up the debris from the field side so we need to drive in the pit areas and we sure don't want to leave ruts in the ground. I don't think we have much monetary damage. Looks like just a time consuming effort to clean the area and reattach the fence. I think the fence posts that are down were just pushed over in the soft ground, not bent over. I hope!

Mark Cronister and I went to Bloomington to an IMAC seminar April 18<sup>th</sup>. I got a new outlook on another segment of our hobby. Like

most of you, I always thought that IMAC would be too hard for the average pilot to do. I was wrong. I'm not saying it's easy but it's not something that you can't do. I have always said, if you are going to punch holes in the sky do it smoothly. After listening and watching the orientation on flying the maneuvers, being smooth is a must and one other thing that I also mention often is using the rudder. The rudder is used about as much as the other controls. You have to fly very straight and in order to do that you need to use the rudder. A lot of you can do some 3D flying and that is great but when you do the 3D flying you don't have to stay in line with anything. You can use all the area in front of you to do what ever strikes your fancy. With the IMAC maneuvers you have a series of maneuvers that have to be flown in order, with one leading into the next and that one into the next and so on until you have finished. If you are out of shape coming out of one maneuver you will not be in position to enter the next maneuver correctly and that all adds up to losing points on both maneuvers. Sounds hard but with practice it will only be difficult. This all leads to being a better pilot.

As I write this we still don't know what the City Park Dept. will be doing with our area. We had mentioned several options like keeping the park closed or maybe closing off the road at the end of the turnaround. Just don't know yet.

The next meeting will be at the Davenport Airport in Mt. Joy Iowa. Bring a chair to sit on so you can enjoy. There are instructions elsewhere in this newsletter to guide you to the hanger. Have a good one.

*Rick Haney*

## **Tips and Tricks**

*From Wiregrass RC, Enterprise, Alabama*

### **Charging that New Battery**

By Stan Grett and Jim Kale

In recent months, we have heard a lot of discussion on how to charge a new airborne battery or transmitter battery. Charge times have been recommended from 12-24 hours. Dave Thacker of Radical RC is the battery guy I listen to.

He recommends charging the new battery packs at 1/10 of the mAh, which is normally referred to as "C." This rate is often referred to in magazine articles and manufacturers' directions as C/10. He recommends that rate for 16 hours. Most NiCD manufacturers also recommend this.

So, if your battery is rated at 1500 mAh; then charge it at 150 mAh for 16 hours.

Be careful, if your charger charges at less than the C/10 rate, you will have to charge it longer. However, extremely long over charges are bad for the battery pack and will shorten its life. Also high charge rates can shorten the battery life if there is anything overcharging at all.

Cycling a new battery pack will help it get off to a good start in its new life. A good regiment to follow is to cycle it for three charge/discharge cycles over a week-long period. If it passes this test, it should give a good long life if maintained and charged properly.

Cycling a new battery pack before the start of each flying season and after the flying season will give you a good idea how the battery pack is holding up over a period of years.

**Generally speaking, any battery that is more than three years old is on borrowed time. However, I do know of cases where battery packs lasted as long as seven years. You are betting your airplane though if you try to squeeze just a little more out of your battery pack than it has to give. Battery packs are cheap when compared to replacing airplanes.**

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*From the Schoolcraft Skyhawks, Portage, Michigan*

### **Drilling Bolt Holes**

**By Rick Giannini, Desert Hawks R/C Club**

On most of the glow engines we use today, the propeller reamers that are currently available usually work for propeller hole enlargement. However, when we move up to larger engines, there is a need for a hole larger than the reamer is capable of making.

If you have a drill press, try this:

- Move the drill plate off to the side a few degrees so the hole is not under the bit chuck.
- Drill and tap a hole for a 1/4-20 bolt.
- Thread a 1/4-20 bolt up from the bottom of the plate roughly 1/4 to 3/8 of an inch.
- Bevel the end of the bolt with a 1/4-inch bit.
- Set a new propeller over this short alignment pin (bolt) and accurately drill the larger propeller hole.
- Center the pin using the beveled tip of your drill bit to align it.
- Drill about halfway down the propeller hole, move your plate back to the regular position, and continue to drill through the propeller.
- Hold the spinner firmly to prevent spinning.

If your engine uses a multibolt hub, the front plate usually has a short-threaded post for a spinner bolt. This post is conveniently the same size as the factory centered hole on a big wooden propeller. Put the front plate on the propeller with the post in the hole and drill the outer holes as needed.

I suggest that if you are drilling larger propellers, you use a drill press. If you try this by hand, it is practically impossible to get an accurate hole, and on larger propellers, you get a lot of vibration from an inaccurately centered hole.

## DeCap's Corner



## HELP!

Just a reminder for all our club members. When the rains finally dry up, the Rock River recedes, and the field dries off, we will need everyone's help getting the field cleaned up. It looks as though most of the clean up will be cleaning the perimeter fence and resetting some of the fence posts. The largest job appears to be the removal of a large tree trunk from the west end of the field. So watch your e-mail for when clean up will be scheduled. Also, Mark Chronister is setting up a mowing schedule, if you can help with the mowing, please give him a call or drop him an e-mail.

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**Membership Application**

If you cannot attend the meeting you can fill out the following application and send it, your check, and a self-addressed, stamped envelope to the Treasurer to receive your access instructions, membership card and a copy of the by-laws.

**Application for Membership  
Quad-City SkyRaiders**

Name .....  
Address .....  
City .....  
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**Make check payable to:**

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Mark Chronister  
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Single membership - - - - - \$20  
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for each dependent - - - - - \$ 5  
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c/o Rick Haney  
2042 - 52nd St  
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