



The R/C Flyer

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January 2004

Next Meeting – January 8, 2004 at 7:00pm - Clear Lake Park Bldg.

December 2003 Meeting Minutes

The December “meeting” consisted of the club’s annual Christmas Party. There was a modest turnout and some fine food was consumed.



Herman Burton won second place with his Albatros D3

Some beautiful Model of the Month airplanes were presented and competed for Model of the Year. Mike Laible won Model of the Year with his Mauraine Sualnier.



And finally Don White won third place with his J-3 Cub.



Well, the above is some food for thought. We can just sit tight and do nothing and remain in our comfort zone in which case members will wither away and eventually the club will cease to exist. Or we can continue to improve our facilities to remain, and possibly grow, a viable and active RC club. It's our choice to make. Think about it and participate in the dialog at the January meeting.

B-25 flies!

By: Charlie Teixeira

Well after some 16 months of building and being concerned about various perceived problems, the B-25 took to the air recently piloted by Larry Hultman from the Livingston RC Club, an experienced multi-engine flyer. My biggest concern was the weight which at 22 lbs was considerably heavier than the "advertised weight of 12-18 and put the wing loading up in the 52 oz/ft² arena. Also, would the two Saito .72s be adequate to even lift the bird off the ground? But several modelers that had built the same kit had similar weight and suggested I not worry about it (easy for them to say!).

Larry checked the plane over carefully including CG with gear up and down, ran the engines and got both running "in sync" pretty much by sight (smoke) and sound never once touching a tach which had me a little concerned. But the engines ran fine. Both of these Saito engines had been flown in a sport airplane at least six times (each) after bench runs and they have never died on me. Larry then proceeded on making a number of taxi tests where he let the plane lift off and then put it right back down. The weather was less than ideal with some gusty winds so we were not sure a take-off would even occur that day. On one attempt at an actual take off, the plane appeared to loose power ¾ of the way down the runway so Larry aborted the takeoff. It was a good thing because we found the pressure line on one of the mufflers had come off causing loss of tank pressure (the pressure line on the other engine had come off earlier). Having fixed that problem, we refueled and low and behold the plane took to the sky. The ground roll was less than I expected given my weight concern. But the plane climbed our well and was actually pretty fast once flying altitude was reached. Larry was not about to get into a stall and kept near full power the entire flight. He made most of his turns with rudder only, something I am going to have to get used to. Larry felt the plane was very sensitive to control inputs and suggested cutting back on the low rates. He landed with about ½ power and the landing was looking real good but did touch down a little hard resulting in shearing the "shear pin" on the Robart nose gear which did what it was supposed to do, i.e. avoid damage to the plane itself. The gear has been repaired and

Editorial

The club has come a long way this past year with major improvements to our flying field. We should appreciate and be thankful for the work done by the "usual core workers". But with the beginning of a new year it is time to reflect on where we are and where we want to be in the coming year and beyond. What additional improvements do we need or desire? Recent accidents at other fields should alert us to safety issues, whether in terms of facilities and/or procedures. We have a very safety minded bunch of members but there are improvements that can always be made and should be considered. Some goals for the coming year to ponder:

Potential Safety Enhancements

- Safety barriers (screens, nets etc) for pilot boxes and/or spectator area
- Aircraft hold down devices
- Updates to rules/procedures
- Other?

Field Improvements

- Fill surface holes/cracks
- Seek JSC re-surfacing of entire runway areas
- "Out house" facility
- Extend cross wind runway
- Make needed repairs to frequency pins
- Move Tx impound and storage box under canopy
- Other?

the plane should be ready to fly again by the time you read this.

In hindsight I am glad I listened to guys like Don Fisher and Don White and had someone with more experience fly the bird the first time. I now have a better idea of what to expect, what power levels to use, amount of takeoff roll, control adjustments that need to be made (and there are several) and of course to use the RUDDER!



Some tips for your visitors to our fair city of Houston for the Super Bowl

1. Forget the traffic rules you learned elsewhere. Houston has its own version of traffic rules...Hold on and pray. There is no such thing as a dangerous high-speed chase in Houston. We all drive like that.

2. All directions start with, "Go down to Loop 610".... Which has no beginning and no end.

3. The morning rush hour is from 6:00AM to 10:00AM. The evening rush hour is from 3:00PM to 7:00PM. Friday's rush hour starts Thursday morning.

4. If you actually stop at a yellow light, you will be rear-ended, cussed out and possibly shot. When you are the first one of the starting line, count to five when the light turns green before going, to avoid getting into any cross-traffic's way.

5. Kuykendahl Road can ONLY be pronounced by a native Houstonian.

6. If someone actually has their turn signal on, it is probably a factory defect.

7. All old ladies with blue hair in a pink Cadillac have total right-of-way.

8. If you are in the left lane, and only going 70 mph in a 60 mph zone, people are not waving when they go by.

9. The Sam Houston Toll road is our daily version of NASCAR.

10. When in doubt, remember that all unmarked exits lead to Louisiana.

11. You don't have to wait for an exit to get off a freeway, just follow the ruts in the grass to the frontage road like everyone else. This is how Houston residents notify Texas Department of Transportation where exits should have been built.

Tru-Turn Prizes Mystery

By: Don Fisher

The Tru-Turn products donated to the club a year ago seem to have disappeared and are nowhere to be found. Since the 4th Infantry has an excellent track record after capturing Saddam, maybe we can hire some of these guys to search for them. We can't match the \$25M offered for Saddam, but after knocking off some zeros, can come up with 25, cents that is.

Anybody know where the subject items are???

Club Officers

President	John Boyle	281-630-4526
Vice-President	James Hornsby	281-286-2485
Treasurer	Dave Hoffman	281-476-5206
Secretary	Mike Goza	281-554-4016(H) 281-483-4695(W)

Instructors

Fixed:	(H)	(W)
Don Fisher	281-474-4942	
Mike Laible	281-474-1255	281-266-4192
James Lemon	281-557-1602	281-280-1267
David Hoffman	281-476-5206	281-479-1945
Clay Bare	281-488-2992	
Don White	281-488-1024	

Heli & Fixed:		
Mike Goza	281-554-4016	281-483-4695
Preston Hunt	281-339-2525	713-359-5702
Steve Rhodes	409-948-2881	

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Editor/Electronic Distribution

Charlie Teixeira

Articles and Want Ads may be submitted to Charlie Teixeira at 1711 Bowline Rd, Houston TX 77062 in hard copy or via e-mail (preferred) to ctei@sbcglobal.net

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