



The R/C Flyer

Volume 31, Issue 2

February 2007

Next Meeting – February 8, 2007, Clear Lake Park Building – 7:00 PM



In The Pits

By Michael Laible, President

Actually, January was the first meeting of my new term. It sure seems everything was moving at a fast pace. I didn't even get a chance to warm up.

Anyway, numerous items were discussed and some have been taken care of by the time of this writing. One discussion that took place after the club meeting was the discussion resulting from Dave Brown's editorial in the AMA magazine. His editorial centered on protecting the clubs assets and funds, especially the treasury. Dave Hoffman was not present at the meeting so I asked Herman Burton to get with Dave to discuss a few of these suggestions. After some discussion between Herman Burton and Dave Hoffman, it seems Dave has already put measures in place for club officers to have power of the account if something would happen to the treasurer. He also indicated that he always has a copy of the bank statement at the club meetings. As president, I will review the statement periodically through the year.

As usual, Dave is on top of it!!

Other items discussed :

-Placement of AMA cards at frequency box for Spektrum radio owners and at all times when flying.

-Fixing the canopy from club funds.

-Enhancing the newsletter email list.

At the next meeting we will have the first series of DVD's to watch for entertainment. The first one should be Spash 4.

Safe Landings
Mike

January Meeting Minutes

By: Mike Laible

Electrical connections and black top upgrades have been denied by NASA due to budget shortfalls.

A new canopy is also not in NASA's budget and the club has been given the ok to purchase a new one from our own funds. Options will be pursued.

It was agreed to adopt a proposed by-law change to account for the new Spektrum radios. The change would be that an AMA card must be placed at the Transmitter Impound when flying by a member/non-member using a Spektrum radio. A copy of the revised by-law will be presented at the next meeting.

Club records will be discussed at the next meeting.

James Lemon will chair the fun fly committee and the first fun fly this year will be on April 14th, 2007.

Herman Burton will bring refreshments for February.

Model of the Month

Bill Schwander brought a Dave Blum electric park flyer. The model was covered with So-Lite covering and was controlled with a GWS receiver. Bill gave an interesting story of the first flight with the antenna folded up with no incident. Guys, check those antennas.



Larry brought a scale helicopter of the "Ranger 230". It was a beautiful model with lights, landing gear, scale doors, etc. The model is powered by a Zenoah 23 cc engine.



Mike Laible brought his Great Planes Cub on floats. The model is covered in Solartex and is painted with LusterKote. The floats are the Great Planes 40 size floats.

Mike Laible won MOM with the Great Planes Cub on Floats.





THE B-24 PROJECT

By: MikeLaible



The above photo is a picture of the plane Herman and I have decided to model.

The B-24 is coming along. I have finished both rudders and fins. As you can see in the photo below, the sheeting had to be cut and placed inside the balsa frame. What a nightmare. But I got them finished and everything is fitting nicely. I had to change the hinge locations to be close to scale.



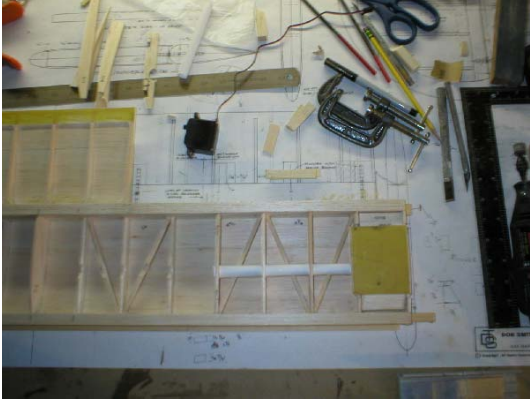
This photo shows the completed vertical stab and the ribs laid out for the horizontal stab. The rudders were designed to be sheeted, but the full scale model had cloth rudders and elevators. I had to change these around. It was a little work but the finished product will look much better.



Here you can see the horizontal stab with a 24" ruler along side. This gives you a feel of the size of just the stab. My family thought it was the wing. As can be noted, I have the servo wire tubes in place and the rails for the servo trays. This I did with that Frank Tiano G10 plate, pressed fiberglass. This stuff is great and makes for great trailing edge stiffeners.



This photo shows the G10-plate in the trailing edge and for the servo cover. I placed 1/16" ply on the horizontal stab surface for shape and glued G10 onto the ply. When dry the g10 and ply held the shape of the airfoil, thus a servo cover that will fit directly onto the rib, curved and all.



The final product, less the elevators.



Club Records

By: Editor

The topic of going after AMA/FAI records has been brought up in the past several newsletters and discussed at the October

meeting. There was some interest expressed at pursuing the idea *at the club level* but since the next two meetings were not business meetings (November Swap Shop, and December Christmas party) it was decided to table the issue until the New Year. Well folks, guess what? It is time to decide yea or nay.

The resolution, drafted by Ken White, will be discussed and voted on at the next (February) meeting and is attached. If you support the idea but cannot make the next meeting, let one of the officers know how you feel about the idea.

Discussion of the Resolution needs to include some details such as:

- Club being responsible for the purchase and maintenance of a plaque recording names of the record holders and agreement on a location for display
- Club will purchase all needed measuring devices (e.g. altitude recorder) for the 5 proposed categories to preclude differences in devices owned by members
- Club will attempt, *to extent possible*, include record attempts during or right after club Fun Flys. Some events such as endurance must be scheduled at a different time due to the amount of time required.

See attached Resolution and proposed events and come to the next meeting with a position.

RESOLUTION

Be it resolved with club approval of this resolution the Johnson Space Center Radio Control Club establishes permanent recognition for record achievements, the description of which are to follow in this document.

Each event shall have a permanent and continuous plaque to commemorate the achievement. This plaque shall be the property of the club and (displayed at the club field). The plaque shall bear the name, date and record achievement by the individual club member. Should the record be broken by another club member, his name, date and record shall be described below the previous holder.

No restrictions, except AMA guidelines, are placed on the size, weight, engine or general configuration of the aircraft used in the record attempt.

All record attempts must be conducted at the official club field. These attempts must be scheduled at such time as not to interfere with other field use or otherwise with permission of those members flying at the field at the time.

The attempt to establish a new record must be witnessed by the present record holder and the club president or by two members designated by either of these individuals.

All observation and measurements shall be made by the best instruments available to the club at the time and approved by the record challenger. Any dispute arising from these measurements shall be resolved by the club officers.

The club member shall make known to the president his intent to establish the record and arrange a date for the attempt. The club president will be responsible for seeing that the two witnesses are available for the event.

JOHNSON SPACE CENTER RADIO CONTROL CLUB

RULES AND REGULATIONS FOR ATTEMPTING AND SETTING CLUB RECORDS

HIGHEST ALTITUDE:

1. The aircraft may be powered or unpowered of any size or configuration.
2. The altitude recorded is that directly above the field.
3. The pilot of the aircraft being used in the record attempt must be positioned on the club field and not in an airborne chase plane.
4. The pilot may use any visual aid to maintain visual contact with his aircraft.
5. There is no time limit to achieve maximum altitude.
6. The aircraft must land back on the club field. A touchdown on the field that carries across the field boundary is acceptable, but a crash or landing off the field negates the record attempt.

LONGEST AIRBORNE TIME (ENDURANCE):

1. The aircraft may be powered or unpowered of any size or configuration.
2. The time recorded shall initiate from the moment the aircraft breaks ground. Time shall be stopped once the aircraft landing gear touches the ground.
3. The pilot may use as many pit crewmen as he deems necessary, but any back-up pilot must be a club member.
4. The aircraft must land back on the club field. A touchdown on the field that carries across the field boundary is acceptable, but a crash or landing off the field negates the record attempt.

CLIMB AND GLIDE:

1. The aircraft may be powered or unpowered of any size or configuration.
2. The time recorded shall initiate from the moment the aircraft is released (begins forward motion on the runway). Time shall be stopped once the aircraft landing gear touches the ground again.

3. Thirty (30) seconds of engine or motor run are allowed from the time the aircraft is released (or motion begins) at which time the throttle must be retarded with the intent of stopping the engine or motor. At 35 seconds into the flight (5 seconds after retarding the throttle, the throttle is fully reopened. If the engine is still running, the flight is negated. Electric motors must not be restarted and confirmed by both witnesses. The engine or motor must remain dead through the remainder of the flight or the attempt is negated.
4. The aircraft must land back on the club field. A touchdown on the field that carries across the field boundary is acceptable, but a crash or landing off the field negates the record attempt.

FAST SPEED RUN:

1. The aircraft may be powered or unpowered of any size or configuration.
2. The speed measured shall be the average of two level passes across the field, a measured 500 foot distance, at 180 degrees relative to one another with no landing or extended delays between runs.
3. Passes must be at or below 50 feet, and the aircraft in level flight through the course run.
4. The aircraft must land back on the club field. A touchdown on the field that carries across the field boundary is acceptable, but a crash or landing off the field negates the record attempt.

TOTAL NUMBER OF TOUCH-AND-GO LANDINGS WITHOUT STOPPING:

1. The aircraft may be powered or unpowered of any size or configuration.
2. The total number of touch-and-go landings are those which are performed by the pilot without benefit of refueling or otherwise stopping or leaving the traffic pattern.
3. A landing is countable when any part of the landing gear touches the runway. If no part of the landing gear touches the runway on a landing attempt the flyby is not counted, but does not negate the record attempt.
4. The traffic pattern shall be a rectangular course of left or right hand pattern with the downwind leg set a distance of 50 feet from the center of the runway. Continuous loops and landing are not allowed.
5. The final landing must be made on the club field. A touchdown on the field that carries across the field boundary is acceptable, but a crash or landing off the field negates the record attempt.

Wanted!

RCM issue from September 2002. Contact Don White at 2814881024.

Free!

Wing from Hanger 9 Ultra Stick.60. Excellent condition (wing only, no servos) free for the asking. Contact Charlie T. at 281-488-4412.

Upcoming Events

4/7/07: Alvin RC Big Bird Swap Meet. Contact CD Fred Daniels at 281-488-8371 for more details.

4/14/07: JSCRCC Fun Fly!

4/21/07: Prop- Nuts Annual Flea Market Fly-In. Contact Tas Crowson, CD, at 281-474-9531 for more info.

5/5-6/07: Northwest Houston RC Big Bird Scale Fly-In. Contact CD Larkin Buechmann at 832-435-1700 for more info.

Club Officers

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The R/C Flyer

Articles and Want Ads may be submitted to the Editor, 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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Club Homepage

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