



The R/C Flyer

Volume 30, Issue 3

March 2006

Next Meeting – March 9, 2006, Clear Lake Park Building – 7:00 PM

February meeting minutes

By: Mike Goza, JSCRCC Secretary

The Meeting started at 7:00pm 2/9/2006

Old Business:

The club handed out some model of the month trophies that were left over from last year.

Moving the meeting to 7:30 was discussed, but we will keep the 7:00 time frame.

The publishing of the newsletter via email via registering online with the web site is still not working properly. Contact Herman and he will personally get your email on the list.

Herman contacted NASA about our field improvements, but was unable to get through. The contact person is probably out of town. He will keep trying. We really need to get the overhead shade fixed due to the damage caused by the hurricane. The first goals will be fix the shade, raise the low spots so water will drain, and install 110V power to the pit are for the E-fliers and portable fans for the hot weather.

New Business:

Brian Capiano won the door prize of a Tru-Turn spinner and adapters.

A fun fly was discussed for April 22. It was approved for 9:00am. Snacks will be provided and events will be TBD.

If you have any ideas or are willing to volunteer for entertainment one month, please contact James Lemon and schedule a month. You do not have to be a public speaker, just willing to talk about something you are interested in.

Ray Randolph gave a show and tell on handy tools for your workbench. He showed a white pen for marking, a knurled nut fitting for putting rod ends in plastic rods, a center punch for marking engine mounting holes and servo holes, tubing benders, 2-56 tap, hemostats, and double sided tape for all types of uses especially mounting servos on the foamsies.

Mike Goza showed off his recent acquisition of the Futaba 14MZ radio system. This is the flagship of the Futaba line. Since he got it an hour before the meeting, he didn't have too much to say about it.

Model of the Month

Bill S. won MOM with a 1952 vintage Kansas City Cutie. It is covered with Oracover. It's powered by an Axi electric motor and LiPo batteries. It flies very well especially since it was designed for free flight.



Herman Burton brought a Great Planes Dazzler. It was equipped with an OS 50 for power. It was covered in black and silver monokote. It too flies well.



Entertainment

Mike Goza brought a MX400 micro electric helicopter. It uses LiPo batteries for power and flies very well. It is fully capable of 3D maneuvers.



James Lemon demonstrated building an electric foam airplane while the meeting was going on. The model was built with foam board obtainable from any home supply store. Other materials included some carbon tubes, tape, and glue. Very entertaining and amazing he could build one in such a short period.



Meeting adjourned 8:45pm.

The Three Deadly Sins of RC Flying

From the Knox County Radio Control club,
Knoxville TN, by Jeff Procise (From the AMA
National Newsletter)

In the three years that I've belonged to the Knox County Radio Control club, Knoxville, Tennessee, I've witnessed my share of crashes and even thrilled my buddies with a few of my own. One thing that amazes me about this hobby is how often we crash. On any given weekend, one or two members will probably lose an airplane. What's even more amazing is that the vast majority of these crashes are entirely preventable.

Most crashes are caused by simple errors that we make before the airplane leaves the ground. Eliminate these errors and you'll have a far better chance of bringing the model home in one piece. Here are the three most common mistakes that lead to crashes and simple steps for avoiding them.

Wrong Model Number

Programmable radios make the sport more fun and arguably safer, too. One of the primary benefits of a programmable radio is that it can store settings for several models. With the click of a button, you can call up the settings for your favorite model, complete with trim settings, end-point adjustments, servo directions, dual rates, exponentials, and more.

But programmable radios have a dark side. If you fail to select the right model number before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, improper trims or throws, or other ailments. Rare is the airplane that lands safely when the radio is set to the wrong model number.

The solution is twofold. One, remember to check the model number the moment you switch on your transmitter and make sure it matches the airplane you're about to fly. Two, always check the

movement of the control surfaces before flying. Even if you forget to check the model number, you'll almost always catch the error if you check the control surfaces before every flight.

Having a radio set to the wrong model number is the most common cause of reversed servos, but it's not the only cause. Occasionally we simply forget to program in the servo directions before flying a new airplane. Again—make it a habit to check the control surfaces before every flight and you'll head disasters off before they happen. Before flying a new airplane for the first time, get a second pair of eyes to go over it with you. If the ailerons are reversed and you overlooked it once, you'll probably miss it again.

Improperly Located Center of Gravity

There's an old saying in this hobby that says "A nose-heavy airplane flies poorly; a tail-heavy airplane flies once." Most beginners fail to appreciate how big a role balance plays in the performance of an airplane. Balance is important in full-scale airplanes, but it's even more important in RC aircraft, where an inch or so can make the difference between a model that flies well and one that's unmanageable in the air.

Most construction manuals specify where the model's center of gravity (CG) should be located, and a model shouldn't be considered complete until you've ensured that the CG is at or near the recommended location. If necessary, you can add a few ounces of lead to the nose or tail to achieve the recommended CG. Often adding lead isn't necessary; you can achieve the desired CG by moving the receiver battery backward or forward.

Be certain to check the airplane's CG before flying it for the first time. I usually mark the location of the manufacturer's recommended CG with short pieces of trim tape. That way I can check the CG even if I don't remember precisely where it's supposed to be. Assuming your aircraft's fuel tank is on or in front of the CG be sure to check the CG with the tank empty. Finally,

if your airplane has retracts that fold backward (like the F4U Corsair) check the CG with the wheels up.

Deploying the gear prior to landing will move the CG forward, but it's better to be nose-heavy during landing than tail-heavy during flight.

Inadequately Charged Batteries

If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you're not sure whether they're charged.

Most transmitters have built-in voltage meters; I don't fly if the voltage is less than 10 volts—just to be safe. You can check receiver batteries with an inexpensive voltmeter (which should be part of every flight box), or you can install an onboard voltage indicator like the Hobbico VoltWatch. Remember—low batteries lead to dead airplanes. This is one case where an ounce of prevention is worth a pound of cure.

Upcoming Events

3/11/06 – 3/12/06: Crosby IMAC Challenge at Propnuts Field. Contact CD Allan Smith at 281-328-5770 for more information.

4/8/06-4/9/06: Propnuts Annual Flea Market and Fly-In. CD is Taswall Crowson, 281-474-9531.

4/15/06: Alvin RC Big Bird/Swap Meet. Contact CD Ken White at 281-331-7724 for more information.

5/6/06: Bomber Field Float Fly, Monaville, TX. CD is Nick Stratos, 281-471-6762.

6/3/06-6/4/06: Bomber Field War Bird Event. Nick Stratos CD, 281-471-6762.

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