



The R/C Flyer

Volume 29, Issue 4

April 2005

Next Meeting – April 14, 2005, Clear Lake Park Building – 7:00 PM

March 10, 2005 Meeting Minutes

By: James Lemon

Visitors:

- 1: Paul and Brandon Bird are new members.
- 2: Joe Bayer is moving to Brownwood TX. He came to the meeting to say goodbye.

Old Business:

- 1: Three club mugs will be given away at each club meeting until they run out.
March winners: Victoria Hornsby, Mike Laible, Ray Randolph.
- 2: Club polo shirts (\$26.00), hats (\$15.00), and t-shirts (\$10.00) are available for sale.
- 3: There will be a club fun-fly/picnic on May 14.
- 4: Club membership as of March 1: 116 Regular club members, 1 for 40 years, 20 for 10-35 years, and 35 for 5-10 years.

New Business:

- 1: The club would like to reduce the number of members receiving the newsletter by mail (Editor: see more below).
- 2: A committee was formed to study the Texas City club's flight instructor and student training manuals and apply them to our club. Committee members: Herman Burton, Charles Teixeira, Mike Laible.
- 3: The club will draft a flyer to be placed in the local hobby shops.
- 4: The club elected to have formal entertainment only 2-3 times per year.

- 5: The bungee cords on the club canopy need to be replaced. James Lemon will replace them.

Upcoming Events:

- 1: Alvin swap meet and big bird fly-in 3/26/05
- 2: Prop Nuts swap meet and fly-in 4/16/05-4/17/05.

Show & Tell:

- 1: JR Gautreaux gave a presentation on molding fuel tanks. The step-by-step process is described on his web site at www.houstonhobbies.com
- 2: Ron Madsen showed us his Patriot. Ron scaled up a 40 sized control line plane into a 60 sized RC plane, and is using a Super Tigre 60 for power.
- 3: Herman Burton showed us his Top Flite Gold Edition P47 60 that is under construction. It will have Robart retracts, flaps and an OS 91 for power.
- 4: Don Fisher showed us a Spitfire display model that he purchased from Wal-Mart. Wal-Mart also sells a P47 and FW190.
- 5: Mike Laible showed us his 1st USRC Flight School manuals written by David Scott.

Model of the Month:

- 1: Winner Tony Linn brought a GWS A-10 Thunderbolt that uses twin 300 electric motors, and a 800 mah battery. The plane is painted like a plane from the 917th fighter wing at Barksdale Air Force Base where Tony worked as an aviation tech.



Tony Zinn with his MOM A-10

2: Mike Laible brought a Great Planes Skybolt that his father built. It uses a Super Tigre 90 for power.

3: Don White brought a Mig 15 made from Dupro foam. It uses a 350 electric motor and an 11.2volt Li-Po pack.

Newsletter by E-Mail

By Tas Crowson & Charlie Teixeira

There was considerable discussion at the last meeting concerning the possibility of raising dues to enable further field improvements. One area where the club can reduce some expenses is the preparation and mailing of the club's monthly newsletter. About 80 members are still receiving a paper version at considerable cost to the club. One option would be to charge a higher membership fee (still the lowest by far in the area) for those desiring a paper version.

The club encourages all members to choose the email option for a number of reasons:

1. You get it as soon as it is published.
2. You get the pictures in color.
3. The newsletter is not entrusted to the "tender mercies" of the postal service to mangle, mutilate, misplace, delay, or just lose.
4. Articles from a digital version can be copied/pasted for other uses
5. Last but not least it saves the club money, not just in postage but in producing the paper product.

So how about it you snail mail lovers! Go to the club's web site, subscribe, and let Hoffman know that you no longer need the paper version. It's a win-win situation all around.

FOR SALE: JSCRCC Shirts and hats

Johnson Space Center Radio Control Club t-shirts, polo shirts and hats will be for sale at the April club meeting. Different sizes from men's medium to X-large in the shirts are available. The hats, with the club's logo emblazoned across the front, are adjustable, "one size fits all". Cash is preferred, but checks will be accepted.

(Editor: The following two articles are courtesy of the AMA National Newsletter, March 2005)

Spring flying check list

From the Barnyard Buzzards Model Airplane Club, Monroe WA

By Randy Turner, safety officer
Ron Swift, editor

It's spring, and with nice weather comes the urge to fly. Now is the time to check your airplane. Why not make a quick check list?

Start with something like this . . .

- General overall condition
- Hinges—make sure they are tight and not binding
- Bolts, nuts, and screws—make sure they are tight
- Covering—make sure it is tight, not torn, and does not have any small holes
- Servos—make sure it is not binding or loose
- Batteries—make sure they are cycled and charged with no damages or leaks
- Flight box—make sure you have all necessary tools and spare items (this year, how about putting some Band-Aids in your flight box)
- Attitude—make sure you keep it good

Perfecting the square loop

From the New Jersey Pine Barons Radio Control Club, Mt. Laurel NJ

By Eric Henderson
Glen Grulke, Editor

Loops with straight lines can look very attractive if done well. This month we will take on the case of a loop with four straight lines. It may not even look too difficult. New square-loop attempters tend to just pull the elevator hard four times, but looks, as we all know, can be deceiving. You may have performed the perfect square loop; however, to be sure check out the following.

We will begin with a square loop because it is easier to ascertain your success. The square loop belongs to a family

of loops with lines. Other loops are the three-sided, the six-sided and the eight-sided, all of which can be performed inverted or right side-up. Additionally they can have a whole range of rolls on the lines. Scared you off yet?

The square loop is much more obviously right or conversely wrong. Humans seem to be able to spot squareness more readily than roundness. This precise maneuver, if done perfectly, is very impressive to watch.

It is comprised of four 90° corners, and four straight lines of equal length. To start, pull the airplane into a quarter-loop from level flight, and climb to a comfortable distance. If your plane starts to lose too much speed, start again and climb for a shorter height or time.

The next element is another quarter-loop. With the airplane inverted, fly the distance as in the vertical climb.

Then pull a third quarter-loop and let the plane head back toward the ground. Our old amigo, gravity, is helping out again. Lastly, the fourth quarter-loop is pulled and level flight is resumed again with a straight line to exactly where the square loop began.

Now let's do that all again with some control input advice. Fly straight across in front of you about 100-yards away. This may be uncomfortable at first but it presents the maneuver in a much more viewable and possibly favorable light. Select about three-fourth throttle and fly past the imaginary center line in front of you. Pull the quarter-loop and apply full throttle as you begin to go vertical. This will allow you to pull a tighter corner without sliding too far horizontally. Concentrate on holding a vertical line. Do not be surprised if your airplane goes a little to the side. Hold in a little bit of corrective rudder or elevator or both. Before you run out of vertical speed pull the second corner. (It is a good idea to release any corrective inputs, before pulling the corner). Be careful not to pull as much elevator displacement because gravity will be helping and will cause a pinched corner if you let it. You will need to be ready with some down elevator to prevent the airplane from diving while inverted. As the line is being established and held, it is time to slowly come back on the throttle. Some pilots tend to throttle back too quickly causing the plane to slow down and sink. If the aircraft slows too much, you'll need too much down-elevator in a hurry. It is much better to throttle back slowly right up to the third corner.

By now your throttle should be all of the way back. Pull the third corner like you did the second. You are looking for the same radius as the first and second corner. The airplane will gain speed on the down-line, and care should be taken to try and reproduce the curve of the last corner. You must also avoid stalling the elevator as you pull out of the dive.

The secret is to plan a square loop backwards. Find out what the airplane is capable of on the last corner and start the square loop with that radius. A smart move is to try a few down lines and pullouts to see what both you and your airplane are comfortable with. Armed with this information, you can then plan a square loop that uses this down line radius as the standard for the first, second, and third radii.

There is a common, but very wrong, myth that square loops have to have tight corners. Please ignore any guidance based on this misconception. Equal radii and equal straight lines are the rule. We even have it in writing in the AMA rule book! In fact excessively tight corners are to be considered as a downgrade.

The short form of the above description is to remember that what you are trying to achieve is four equal corners, four equal lines, all in the same plane. You will definitely need a friend to tell you if you are doing this one right. Time and distance awareness will play tricks on you as the airplane changes speed in the four lines.

Some of the hard parts to get right in this maneuver are the different radii that your airplane will pull at different airspeeds. You will need a lot less up-elevator when pulling the top two corners than when you pull the bottom two.

Wind Correction

Headwind:

- Pull a little less elevator for the upwind corners and more when pulling into the wind.
- Try to lean the airplane into the wind on the up line and the down line. If you don't, the airplane will drift back as you climb.

Crosswind:

- The same rudder is held all the way around, but the plane is leaning off the vertical or horizontal. The smart move is to straighten the airplane up with rudder before or just as you pull the 90° corner. Then put the rudder back in to deal with crosswind only when on the straight lines.

WANTED : Your old tired Ryobi weed trimmers, preferably 32 cc. Call Mike Laible at 281-474-1255.

FOR SALE:



Magic by Model Tech includes OS 32 motor.....\$100.00
Excellent condition, like new, 52 inch wing span, 4
channels, 5 servos.
Call: Don White 281 488-1024

Upcoming Events

4/16-17/05 : Prop Nuts Annual Flea Market and Fly-In,
Crosby, TX. Contact Taswell Crowson CD at 281-474-9581
for more information

5/7-8/05 : Float Fly sponsored by Bomber Field Inc.,
Monaville, TX. Contact Nick Stratos at 281-471-6762 for
more information.

5/14/05 : 8th Annual Open Fly-In sponsored by Northwest
Houston R/C Club, Houston TX. Contact CD Craig Knopp
at 281-859-0915 for more information.

6/4-5/05 : Bomber Field War Bird Event, Monaville TX.
Contact Nick Stratos at 281-471-6762 for further
information.

6/11/05 : 6th Annual Spring Fling Fun Fly-In sponsored by
A.R.F. RC Club, Livingston, TX. CD is Mike Muehr, 936-
967-0487.

6/25/05 : 3d Big Bird Fly-In (C-Restricted to IMAA)
sponsored by Texas City RC Club, Texas City TX. Contact
CD Michael Walther at 281-218-0953 for more information.

9/16-18/05 : 17th Annual B-17 Gathering and Scale Big Bird
Fly-In, Bomber Field, Monaville TX. Contact Nick CD
Stratos at 281-471-6762 for more information.

9/16-18/05 : Houston Heli Fun Fly sponsored by PropNuts
RC Club, Crosby TX. Contact Lloyd Sullivan CD at 281-
998-3377 for more information.

10/15/05 : 21st Annual Big Bird Fly-In, New Waverly TX.
Contact CD Yale Taylor at 936-760-2654 for more
information.

Club Officers

| | | |
|----------------|---------------|------------------------------------|
| President | Herman Burton | 281-474-7133 |
| Vice-President | James Lemon | 832-385-4779 (cell#) |
| Treasurer | Dave Hoffman | 281-476-5206 |
| Secretary | Mike Goza | 281-554-4016(H) 281-483-4695(W) |

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| Fixed: | (H) | (W) |
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The R/C Flyer

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