



The R/C Flyer

Volume 33, Issue 04 April 2008

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April 10, 2008,

Clear Lake Park Building – 7:00 PM

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In The Pits

By Michael Laible, President

I hope everybody has had a chance to get out and fly a little. It seems like March has been a windy month and I personally missed several weekends. One thing for sure, it will warm up sooner than later in South Texas.

First things first, the canopy is Goneeeee in the wind. It seems it has seen its last day. This canopy was about \$130 dollars and lasted 1 year (March 20th 2007 purchase order). So, I think it would be well worth it to get one for \$400-\$600 and hopefully it will last 3-4 years. This saves us the yearly labor which I know everyone will appreciate.

I sent the first electronic copy of the membership list to security. On March 31th I will be sending a new list with added guest for the following weekend.

I also received the electronic version of the club database. One interesting item is that we have kept 5 new members (Pilots) since 2005 and

no new members since January of 2007. In addition, the database shows 61 Pilots which only about 30 are active. It seems like we should be doing better than this. This was one of the main reasons I wanted a membership coordinator. You may ask, “Why worry about the low number of new members”? Well, every club needs to recruit and retain new members to continue to have a thriving, innovative club. Our web provider has a web based database and I will look into using this software club database.

Well, that’s it for this month.

See ya at the field,

Mike



Make a Plane-CradleChair

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We all can use a chair to sit in while at the field, relaxing between flights or chat with a club member. Before we get to that point, we'll have to put our plane(s) together first. I always struggle with fuselage and wings since my planes are all low wingers.

We want to minimize what we have to load and unload with every trip to the field. Guess what! I have come up with an easy construction project to turn a chair into a plane holder. Let's get to it.

CONSTRUCTION

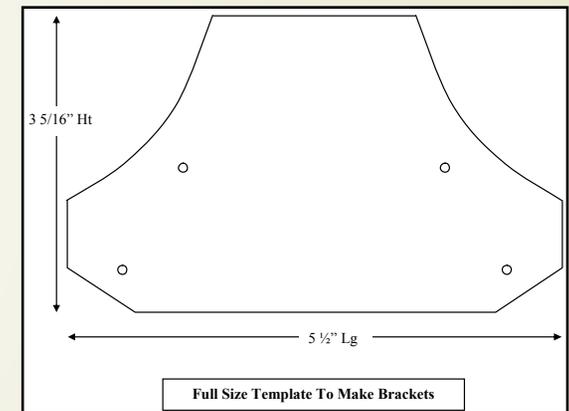
Start by going to the hardware store to pick up a few things listed below if you have not already had them. Realizing that not everyone would have thin gauge stainless steel sheet, which I had and used for the prototype, I went browsing at the Home Depot to see what was available. By thin gauge, I mean a thickness that can be cut with a pair of industrial-duty scissors or metal-cutting snips. The rest of the materials is so common that I am sure we all have our favorite sources. Picture 1 shows all the materials that you will need.

List of Materials

1. One galvanized sheet metal flange called Ceiling Collar 4", Model No. CC4, manufactured by Master Flow, Home Depot stock # 148-784
2. Two feet of 3/4" X 10 PVC pipe
3. Six feet of 7/8" ID X 3/8" Wall, self-seal pipe insulation
4. Four 1.5" long, #6 or #8 screws
5. Four matching wing nuts, and washers if so desired

Put on your work gloves before handling the flange since its edges are sharp. Using the full-sized template provided, trace two patterns on opposite corners of the flange with a marker – again see Picture 1. Make sure that you also mark locations for the four holes. Drill the holes to be slightly larger than the screw size, #6 or #8, which you plan on using. Place a piece of wood under the flange to make drilling the holes easier.

Cut out the patterns using the snips. Round off all corners, debur the holes and clean up the sharp edges with a file. You will be making two brackets out of the patterns in the next step.



Select the oldest folding chair that you have to not upset your significant other too much, and set it out. Place the pattern on one of the chair legs and apply even pressure simultaneously on both sides with your hands to form a U shape bracket - see Picture 2. The goal is to make the bracket symmetrical enough for the screws to go through the holes, however, it does not have to be perfect.

Decide where on the legs below the chair backrest you want to drill the holes to mount the brackets. By placing the brackets lower, you will end up with a deeper 'V' to hold larger planes. However, the angle of the V can be adjusted at any time to hold a wide range of plane sizes. You might also want to drill more than one set of holes to allow moving the brackets up or down as needed.

Mount the U brackets on the chair using 1.5" long bolts and wing nuts. Place washers in between the moving parts if so desired. The brackets can be swung up and down by loosening and tightening the wing nut – see Picture 3.

Cut two 11" long PVC pipe sections. Insert the PVC pipes into the U brackets and tighten the wing nut. The thin gauge metal will deform and clamp tightly around the PVC pipe. The 'V' can be made wider or narrower by adjusting how deep to make the pipe come through the bracket. Again, look at Picture 3. The PVC arms can be swung up out of the way for you to sit in the chair, or be folded up with the chair for easy toting.

Cut up the pipe insulation into shorter lengths to cover the PVC arms as well as the top edge of the backrest. I found that the regular, self-seal pipe insulation worked very well. I have also used the softer, cushion-like pipe insulation but had to wrap it with clear packaging tape since it would tear so easily. Picture 4 shows one of my plane-cradle chairs.

I have used my plane-cradle chairs to comfortably hold smaller 50" wing span planes up to my 87" wing span planes at home and at the airfield. The chair is very stable since the weight of the plane is vertically in line with the 'CG' of the chair and not too much higher.

At the field, when you are done using the chair to hold the fuselage for wing installation or make some minor repairs, you have a chair to sit and relax with your flying buddies. It has certainly made assembling the wings on my Dave Patrick Ultimate 120 biplane so much easier. You will find many uses for your plane-cradle chair at home as well.



Figure 3. Bolt Bracket To Chair and PVC Pipe To Bracket



Picture 4. Completed Plane-Cradle Chair To Use at Home or At The Airfield



Figure 5. The Plane-Cradle Chair – Don't Leave Home Without It

“Executive Jet” Twin Ducted Fan Jet

By: Terry

I finally maiden my latest airplane yesterday. With all the crummy weather lately, it's been ready to go for a few weeks now. My dad happened to be in town from FL so we went out to Tom Bass park. (he cant get in to JSC). Man that place was crowded, but everybody was cool. Lots of guys were looking this one over and asking questions.

Other than very sensitive nose wheel steering, everything went well. It isn't nearly as fast as my A-4, but it does fly well and has enough power for basic aerobatics. The wind was a little gusty, but no big deal. I did a loop, a spin, rolls, and some inverted. The retracts work very well and really make it look nice in the air... nothing worse than a jet with landing gear hanging out in the breeze. Most of the flight was photo passes. Looking forward to trying it out again soon at JSC.

Terry



Heart of Texas Historical Museum Memorial Military Annex

Part 1 of 3

In January of this year a long time JSCRCC member wrote me and asked if I would be interested in an article about a Military Memorial in Brady, Texas. I said sure, so Bert Striegler passed on the disk and article. This is the first part of 3 and is Bert's letter after the dedication. The next two parts will cover the actual restoration. I hope everyone enjoys the series

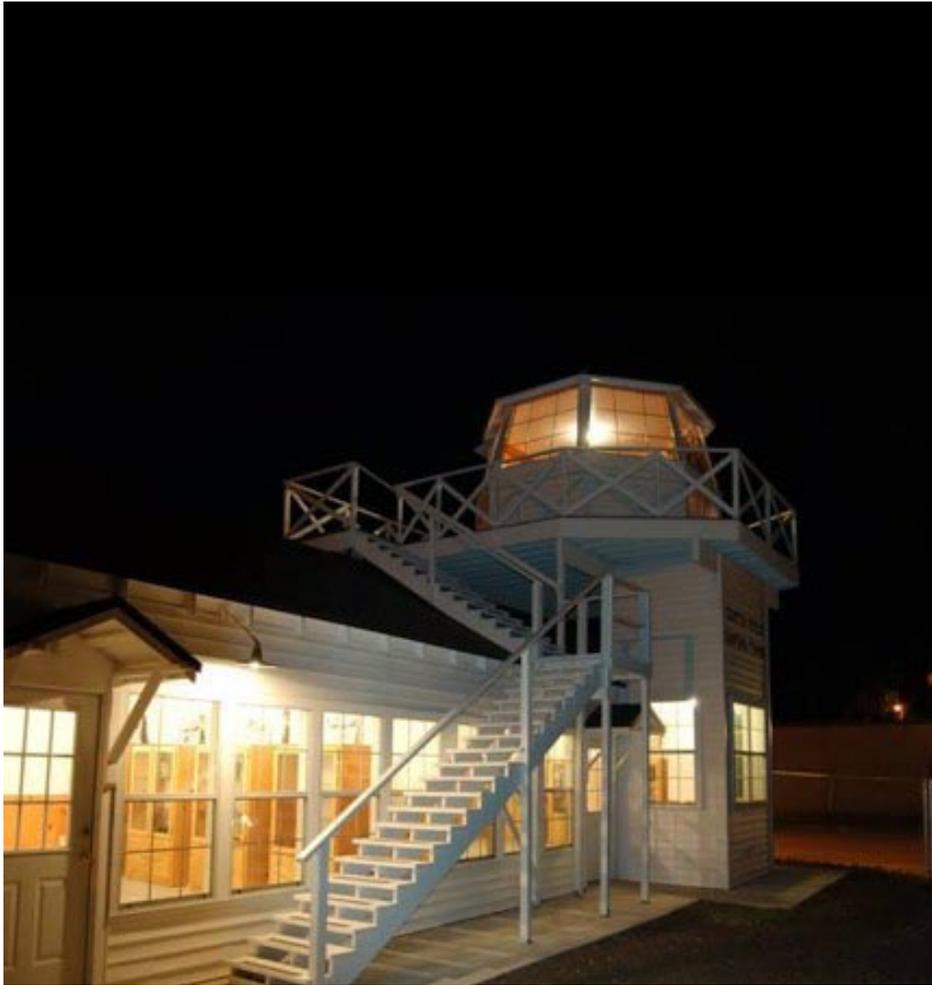
February 18, 2008

Dear Friends and Veterans,

It almost seems like a dream, but the formal dedication of our new military annex is now behind us and we think it went very well indeed. We had nearly 300 people there during the ceremony and we also had some really excellent speakers who were well qualified to lead such a program, such as Col Richard Ayres Commanding Officer of the 17th Training Wing at Goodfellow AFB, Major General Don Daniel (ret) from the National Guard, Col Dave Kennedy (ret) from the 552nd MPEG and Col Mike Trollinger (ret) from the US Army. Reverend Fernando Nandin, who was the general contractor of the site, delivered the opening prayer, and Reverend Brian Wiggins of the Brady Clergy Association read the names of the 21 men who were killed in training at Curtis Field during WW2. The solemn reading of these names, with each being followed by a moment of silence and the final ringing of a bell, brought tears to the eyes of many of the attendees.

The program was not intended as a celebration, but was instead the dedication of a living memorial to all of our veterans, living or deceased, from all branches of the services. This site will also serve as a reminder that even small towns like Brady, Texas played an important part in WW2 and our military annex will be used as a tool to educate our children about this part of their heritage, a heritage of freedom and independence.





The annex buildings, though, are certainly worth a celebration. It took nearly 12 years to get the three key buildings, move them and then restore them on a site behind the museum. The three restored buildings are the Curtis Field Control Tower Building, the Curtis Field Guard Shack and the POW Camp Guard Shack which now serves as the entry point to the annex. The Curtis Field buildings were in terrible condition and the little stone guard shack from the POW camp had been totally destroyed by a truck several years ago, and was just a pile of rocks beside a slab that was broken into 4 pieces. It took a lot of hard work to restore these buildings, but just look at them now!

One visitor at the site during our restoration effort commented that it would have been cheaper to simply build new replicas of these buildings. Of course, he was correct but my answer was that the two doors on either side of the control tower support were the last doors on this earth that the 21 men walked out of before they died in training. Those doorways are still there and they are hallowed ground. The two restored guard shacks once witnessed every man that came or went from their respective locations, some never to return, and those two buildings are also hallowed ground - that is what preserving history is really all about.

Respectfully submitted

Bert C. Striegler

Director of Special Projects Heart of Texas Historical Museum

Pictures by Melissa Regeon



LIGHTER THAN AIR



**I didnt know
Lear Jets had
ejection seats!**

Model of the Month



Mike Goza

showed off his latest helicopter paint job. It was done with Createx Auto Air colors. It is water based paint and comes in lots of colors (even chameleon) for a low cost. Typically it costs about \$8 for 8 ounces and covers really well. You can also dry and mask in minutes with the application of a heat gun. This model was a show and tell item.



Bill S.

brought in a small House of Balsa P51 complete with mechanical retracts. It is covered with Ultrakote. It's powered by a 480 electric motor. He replicated the radiator grills with thin aluminum and has lots of handmade detail.



Herman Burton

brought in his Great Planes Dazzler which he featured in a newsletter article. It took him about 45 hours to complete the kit. It uses an OS 51 ringed motor for power.

March Meeting Pictures

Photos by Taswall Crowson



March Meeting Minutes

By Michael Goza

Old Business:

Dave H ordered 5 2.4GHz frequency pins. They will be placed at the field when they arrive.

Dave H. emailed the latest club roster to Mike L. Mike has the email to JSC security set up and will be trying it out soon. This should allow visitors onsite in a very timely manner.

Mike handed out some old model of the month plaques.

New Business:

We forgot to pay for our web site. The club is rectifying the situation. Until then the site will be down. When we get the site back, we have a new web site to post. Mike says the new site looks pretty good.

We will set a date for our next fun fly at the April meeting. Mike is still interested in doing a night fun fly, but is having trouble getting participants.

The R/C Flyer

Articles and Want Ads may be submitted to the Editor, Randy Collier at 12323 Ramla Place Trail, Houston TX 77089 in hard copy or via e-mail (preferred) to randy_collier@sbcglobal.net

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