



The R/C Flyer

Volume 35, Issue 4 April 2010

Next Meeting
April 8, 2010,
Clear Lake Park Building – 7:00 PM

In the Pits • ELECTRIC FLOAT FLY • Safe Flying



In this issue:

In the Pits • ELECTRIC FLOAT FLY • Safe Flying



a day. We had quit the crowd flying – some nice birds were at the field. Below you will find a pair of Birdies. Who are the thugs behind the birds?

Below is Tom Altmeyer and his tried and true plane. I can't remember the name of this plane but I know he recovered the complete plane, build a canopy and re-hinge. Nice job Tom.

In The Pits

By Michael Laible, President

Last month I began my article with “Hopefully this persistent cold weather will let up some” and stated the fact that it will be warming soon enough. Well, I'm ready for the warmer weather. A couple of weekends ago it did get warm enough and the wind held down for half



On to other items, at the last meeting we discussed several items I would like to mention here. One is that we are holding the JSCRCC Spring Fun Fly and Cook out. This will be held on May 8th, the fun fly will start around 9 am and the pit will be fired up around noon. Everyone is invited, family and all. Just shoot me an email if you plan to come or if you need to add someone to the security roster.

The other item we covered is another order for JSCRCC apparel. Just contact Kent Stromberg with special orders. This way you are guaranteed to get the size and item you want. I believe Kent has his email and more info later in this newsletter.

And finally, look what you missed at the meeting.



Hope to see you at the next meeting.

A couple of weeks ago Herman Burton and myself went out to Ellington to see the B-24 and B-17. It was a great trip and a joy to get close up pics of the B-24j. Actually they let us walk through the planes. After just reading a book about the B-24, I could just envision what it must have been like. The plane is painted in the "Wichcraft" of the 467BG, 790 SQ. The plane we are building is of the 466 BG, 785 SQ called "Homeward Angel".



We have not been able to find nose art for this particular plane. I have all the markings except for the nose art. I am using nose art from another plane and calling it "Homeward Angel". A sample of the nose art I drew up is shown to the right.



Happy April Birthday to:

- HERMAN BURTON
- JOHN CAMPO
- BOB PHAM

Until next month - - -

See ya at the field.

Mike

ELECTRIC FLOAT FLY

By Terry Dunn

I picked up a set of foam floats on sale last week for \$20. They're Elapor (EPP) from Multiplex, for their Easy Cub. It took me about 1 hour to install them on my T-28. It adds about 5oz. I ran down to Sylvan Rodriguez Park just to see how the plane sat so I could make a suitable water rudder. Well it all looked good and was even fairly controllable with just the aero rudder. So, I went ahead and flew. The pond/lake there is nice, but the fountain in the middle and the border of trees makes it feel pretty small. I just did a few circuits and landed. Fun. You can definitely feel the floats in the air, but it's still fun. I don't have any in-flight pix since I was manning the transmitter and the camera. I felt lucky just to get some shots of it on-step. I think it needs some more positive incidence on the floats, and the water rudder, but talk about instant gratification!

I was gonna fly my Twinstar Seaplane too, but it's been cursed ever since I whacked a prop on the edge of Bill's pool. I'll get it sorted out eventually. But I did get to taxi around a little. I included a pic of it too. You can see the differential thrust in action.



Safe Flying

By Terry Dunn

As the saying goes, safety is everybody's business. Keeping model aviation safe protects our investment in models, protects our health and protects our privilege to fly at JSC. But safe flying starts long before you spin the propeller.

Safe flying starts at home. We all check our new planes thoroughly, don't we? But when was the last time you pulled out your favorite airplane and just looked it over? With all the vibration, oil and sometimes less than perfect landings, our airplanes need regular maintenance. Take an hour or two when you're not heading to the field to go over your plane and check every screw, clevis and control linkage. Check the muffler bolts, glow plug, prop and spinner. Make sure everything is still tight. And take a look at the propeller to see if it's nicked up by all the gravel on our airfield. If so replace it, each nick weakens the prop and shedding a blade during an engine run up can ruin your day.

Look for play in your control surfaces and replace horns and servo arms if necessary, they do wear out. Check the landing gear to make sure they're still securely attached and straight. Even wheels need to be checked. I love the feeling of having to replace a worn out set of wheels on a plane that I'm still flying. Get out the MonoKote iron and touch up the covering where it's starting to peel. Check that the wires are out of the way and firmly connected. Look inside the plane, do all the glue joints look good? Give each control surface a pull test and make sure that all the hinges are okay. Go over every piece of the plane and make sure it really is ready for your next trip to the field. Now don't forget to charge your batteries.

But you're not ready to leave yet. How long has it been since you reviewed the AMA safety rules and the club rules? Look them over and you might be surprised. Do you realize that every plane must have the owner's name contact information in it? Failure

to observe AMA and club rules can result in insurance claims being denied.

When you do finally load up the car and head to the field, make sure everything is stable and ready to roll. When you climb in make sure you haven't obstructed your vision with all those precious airplanes.

Drive safely. Duh! But remember, you've got extra stuff back there that could shift if you stop short. When you get to JSC keep in mind that the 25 mph speed limit on site is radar enforced and use of cell phones while driving on site is prohibited. And after going around building 14 the speed limit going out to the field is 20 mph. When other fliers are present stop at the point where the pavement widens. If someone is flying wait for a signal to proceed. Don't assume that they will avoid you if you drive down the left side of the pavement. Because if he flying from the crosswind runway you will be crossing his landing path and you might not see his plane on approach until it comes through your window.

And you thought safe flying was all about what you do when your plane is in the air!

One last thought. I was going to keep this article to preparations for safe flying. But today at the field something happened that bears mentioning. A pilot was preparing to take off from the crosswind runway. There were several people there but no one noticed that a car that had left the rocket area and was leaving the field. The plane took off mere moments before the car crossed the area. A handful of seconds change in timing and things could have been bad. So when you use the crosswind runway, please check behind yourself for traffic before beginning your takeoff run and if you're around when someone else is flying, help watch for traffic.

Let's fly safe out there.

Model of the Month



Charles Teixeira
MOM Winner.

Charles Teixeira won Model of the Month with his P-47.

See what your missing!! I hope I see you at the next meeting.

March Meeting Pictures

Photos by Taswall Crowson



March Meeting Minutes

By Kent Stromberg

New Business:

PFun Fly confirmed for May 8th
James Meadows to direct contest
Herman Burton volunteered to bring food
Mike will bring grill, tools and charcoal

Anyone Wanting Polo-Shirts with pockets contact Kent Stromberg by Email at wkstromberg@comcast.net.

It was agreed not to take individual orders for T-shirts just Polos and limit order to 500.00

Brian advised he had not test asphalt top as it was to cold and wet during the last month.
Will try blowers to clean run way or organize a work day and sweep runway.

Membership report 2 reenrolled members and 1 new member

Treasurer report 6591.00 on hand and 180.00 debit for Website turned in.

Safety issue – let Nasa know about Speed limit sign Dave B. will write a safety report outlining problems

Meeting closed

Model of the month winners

Dave Bacque

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 Please have your submission in two week prior to the next meeting.

To get the newsletter via e-mail go to <http://www.jsrcc.com/> and click on the “Subscribe to Newsletter”. Once you have subscribed you will automatically receive the newsletter each month. If you have any questions concerning the web site, e-mail Randy Collier at webmaster@jsrcc.com or Mike Laible at mrlaible@sbcglobal.net

Club Homepage: <http://www.jsrcc.com>

Club Officers

President

Mike Laible

281-474-1255 H

281-226-4192 W

Vice-President

Phil Elting

281-333-1125 H

Treasurer

Dave Hoffman

281-479-1945 H

832-689-6201 C

Secretary

Kent Stromberg

281-480-0095 H

832-724-3762 W

Instructors

Chief Instructor:

Dave Hoffman

281-479-1945 H

832-689-6201 C

Fixed:

Mike Laible

281-474-1255 H

281-226-4192 W

James Lemon

832-385-4779

Clay Bare

281-488-2992

Herman Burton

281-474-7133

Heli & Fixed:

Mike Goza

281-554-4016 H

281-483-4695 W

Steve Rhodes

409-948-2881