



# The R/C Flyer

Volume 33, Issue 05 May 2008

**Next Meeting**  
May 8, 2008,  
Clear Lake Park Building – 7:00 PM

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rated silver tarp. It was promised that this is not a cheap copy from overseas and that this has the special UV rating. Got the grommet spacing at 18" centers for our wind conditions. The Bungees, Tarp, shipping and tax came to \$306. The last canopy was \$100 plus \$50 for the bungees. So, about twice the cost. Let's see if it last two years!!.



## In The Pits

By JSCRCC President, Michael Laible

Wow, it seems like I just finished writing an article and now its time for another. The time is flying (seems like that's the only thing flying lately). Anyway, here it goes.

Canopy is ordered. Some super duper heavy UV

I also ordered three DVD's. Warbirds Over the Rockies, 2007; Kentucky Jets, 2007; and a new crash video, Crash Action. So come to the meetings and let's watch the videos. I promise I will not go over 30 minutes on boring business stuff!!! We will be watching the Kentucky Jets at the May meeting

A member did suggest that at the meetings

we could have a how to on building a model or trainer. Sounds good but I am trying to think through the logistics. If anybody has suggestions please write me at [mrlaible@sbcglobal.net](mailto:mrlaible@sbcglobal.net).

Now for the mess up. At April's meeting it was decided to have a fun fly and field day on May 10th. Well guess what, I messed up and will be out of town that weekend. The only conflict



I have for May. I am open May 17th but I know the world does not revolve around one persons schedule and some people may have cleared their schedule for the 10th, so I will leave it up to the membership at the May meeting. I was looking forward to helping in the field day. We also talked about hot dogs or other refreshments. Stay tuned and I will make sure I send a special note to notify everyone of the exact date.

The Mustang finally flew. It was a delightful first flight. In fact, Herman Burton and I enjoyed a day of flying a couple of heavy metal birds. Both left ready to fly another day. The Mustang is a little nose heavy, but that's fine for a short coupled warbird. I will slowly add weight to the tail to find the appropriate CG. I must say it lands very nice and the only reason I can tell its nose heavy is that the nose drops in a turn. Below is a pic of the squadron.

Well, that's it for this month.

See ya at the field,  
Mike

## Big Mistake

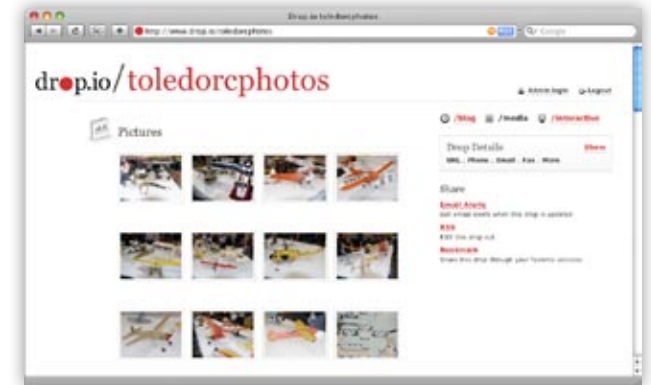
by Randy Collier

One Saturday afternoon I felt the need to fly my plane. I decided to go to a local park where I used to fly my park flyer. I was on my third flight and all was well except there were some folks who wanted to play cricket. While flying my plane, I asked one of the guys to give me a few minutes before entering the field. He said, "Yes, don't worry about us." A few minutes later I attempted to bring my plane in for a landing, but as I was turning my plane 90 degrees to line up for landing, I noticed the guys I just spoke to playing in the field. Being distracted, I lost orientation of my plane and it dove into the ground. I felt sick to my stomach for losing the plane, but as I was retrieving it I realized I could have hurt or even killed someone. That really made me sick. I think the lesson for me was never to fly my planes in non sanctioned AMA fields or field reserved for radio controlled airplanes. It was not a safe move on my part, and there isn't a day that I don't think about what could have happened.



## Toledo Show 2008

by Dan Cencer



I attended my fourth Weak Signals R/C club Expo last month in downtown Toledo, Ohio. This was the 54th annual show, which is now held in the Seagate convention center, across the street from the brand new stadium for the Toledo Mud Hens, farm team for the Tigers. By the way, across the street from the stadium is Tony Packo's hot dogs, made semi-famous by the TV show MASH. I can recommend the hot dogs, the chili, the stuffed cabbage and the local microbrew by the pint, but not all at the same time!

My first two trips to the expo were during high school, 26 and 28 years ago. My friend Paul's dad took us in the '73 Dodge Tradesman van from our homes in Highland, Michigan on the 2 ½ hour trip to the old hockey arena to experience the huge swap shop, product display booths and of course the model planes and ships competing for the coveted awards for Best of Class and Best of Show at Toledo. He and I were building and flying model airplanes at the time, and his Dad had been flying constantly for almost 50 years by that time.





As folks do, Paul and I lost touch for 25 years, until I decided to call him out of the blue. We made plans to go last year with his dad and his dad's old cronies flying buddies, and we had a great time. Unfortunately his dad wasn't up to attending this year, but Paul and I have vowed to make it an annual ritual as long as we can. We are apparently going to become the next generation of old cronies.

Both he and I are really into antique spark and glow ignition engines, and scored two nice ones at the Swap Shop – His a Dennymite, and mine, a GHQ Aero, the proverbial 'Yugo' of model airplane engines. We also attended the Model Engine Collector's Association (MECA) 'Collecto' (swap meet) Saturday night where Paul was able to score a missing part for his Dennymite and I got a Rocket .46 in great shape (sans tank).

Speaking of the Swap Shop – It is massive! At 8AM the floodgates open with folks pouring over all sorts of new and used kits, completed planes, plans, parts, model airplane magazines from the 1930s thru 80s, engines, wheels, mufflers, props, tools, supplies and anything else related to radio control airplanes and boats you can think of.

And that's just the Swap Shop! The main exhibition floor held over 200 exhibitors, many taking up several booth spaces. The wave of the hobby is now electric power, and electric power vendors were there in force. Many old guards of the hobby were there as well, though. There is definitely something for everyone.

One thing kind of disappointing was the fact that there were markedly fewer entrants vying for building competition honors. I suspect that fewer modelers are building their own planes any more and newcomers are getting into the hobby with ARFs.

I took many pictures for you to enjoy, and they can all be seen by following the link to the following website:

<http://www.drop.io/toledorcphotos> use the password: **jscrcc**

For more information, a complete list of the vendors present, and pictures from the show (some of these pictures have better looking 'models' next to the planes and boats), visit <http://www.toledoshow.com/>

## Heart of Texas Historical Museum Memorial Military Annex

Part 2 of 3

As I promised, I planned to run Bert Striegler's article in three parts. Last Month you saw the dedication and this month a short story from Bert on the Control tower. The last part will wrap it up with the Field guard shack and POW Guard shack. Yes, Brady, Texas did have a Prisoner of War Camp. Enjoy

February 18, 2008

Dear Friends and Veterans,

By Bert Striegler

The Heart of Texas Historical Museum has now moved the WW2 vintage control tower building from its original location at Curtis Field to its new home behind the museum in downtown Brady, Texas. It has now been completely restored to its original configuration including an exact replica of the actual control tower. The Museum also acquired the original Curtis Field Guard Shack and the remains of the POW Camp Guard Shack from Camp Brady, and these two structures have also been completely restored in the same complex.

The historical significance of these buildings should not be underestimated. The Control Tower building was the most prominent wooden building in McCulloch County from WW2 still standing on its original location and it was scheduled for demolition last December. However, due to the generosity of HRI in Dallas who owned the structure and with the help of Brady's own Loadcraft Company, the building was kindly donated to the museum with the understanding that it had to be moved before December 2006. During the same time period, The McCulloch County Commissioners Court voted to trade us their 4 parcels of the old car impound lot behind the museum for another parcel of land in the area. The one remaining parcel was owned by the descendants of Dr. Jones and they kindly donated it to the Museum. This lot is the new home of the control tower building and

the restored guard shacks from both the POW camp and Curtis Field. We believe this spectacular display area may be unique in the State of Texas.

Curtis Field and the POW camp probably had more influence on Brady's growth and economic stability than anything else that has ever happened here. A good many of the military guys married our local girls and some still live here. Before the big war, Brady was a sleepy little town but the war changed all of that. Things around here have never quite been the same since the war, and things have been better than ever.

Now, let's have a short little history lesson: The Curtis Field Control Tower Building was actually named as follows:



What the building originally looked like in 1941

STAGE HOUSE  
PARACHUTE DEPT





What it looked like in Aug 2006 before the move

The control tower was simply built on top of the building and another sign on the front of the building facing the runway said:

### CURTIS FIELD CONTROL TOWER

The building was erected in late 1940 and was in operation by March, 1941. It was modified at least twice during the war years. Finally, in 1944, near the end of the war, the actual control tower was removed and temporarily put out in the center of the field near the crossing of the two runways. It was later destroyed at the end of the war. The museum built an exact replica of the tower on top of the existing building and guests of the museum are allowed to enter the tower. The building is being used for military displays and for community meetings.



Taking Shape



Completed

# April Meeting Pictures

Photos by Taswall Crowson





# Model of the Month



## Jose

*Jose won MOM with a CMP Lancair. I was meant to have a 52 size engine, but he put in a 60. You can never have too much power! It too has been test flown and flies well. It has a fiberglass fuselage and foam sheeted wings.*



## James Lemon

*brought in a CMP P40 Warhawk. It has retracts and a Saito 4 stroke for power. It has already been test flown and flies well.*



## Brian

*brought in a model ship of the DKM Bismark. He competes in model warship combat. The model has been to three nationals. The model fires BBs and sinks the opposing ship. It sounds like a very interesting competition and would be fun to watch.*

## March Meeting Minutes

By Michael Goza

### Old Business:

Mike L. investigated the purchase of a new canopy since ours was torn up. He had a number of prices and outfits. The club authorized \$400 purchase for the shade. He can spend more on the misc. items to finish the job (like bungees, ropes, etc.).

The club will also look at weatherproofing our field box or purchase a new one that is waterproof.

The web site is paid for the year. It has SQL database access and other features that should allow us to add features to our web site.

The electronic version of our club roster is done. Mike L. is now able to email the list to security. This will make adding guests very quick. Mike tested the system by emailing the list Monday and security had it on Tuesday.

There are still shirts and hats with the club logo on them for sale and some that were ordered, but not picked up.

Fun fly is scheduled for May 10. Details will follow at the next meeting.z

### New Business:

Mike L. will investigate getting a port-a-potty out at the field. He will see if NASA will supply one for us. We will also investigate the monthly cost if we have to pay.

Prop Nuts is having their fun fly and flea market this weekend.

### 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](mailto:randy_collier@sbcglobal.net)

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