

---

# THE R/C FLYER

---

Volume 24, Issue 6

June 2000

Next Meeting - May 11, 2000 at 7:00pm - Clear Lake Park Bldg.

---

## The Presidents Corner

By: Preston Hunt.

Not much to say this month other than summer is upon us. And with that brings the summer weather of heat, wind, rain & mosquitoes. Come to think of it, wind seems to be a constant around here. Anyway, all of this brings up a SAFTY POINT. Last weekend, we had a tremendous amount of rainfall on Friday night which left the field about 4" under water on Saturday morning. On arrival there was only one dry spot on the entire field and that was down near the stop sign on the end that the rockets fly from. Well needless to say, the flight line was setup down there. During the day the water went down somewhat by the early afternoon. It was then that all of a sudden a model airplane flew over our heads, then another and another, four in total I believe. It was at this time that I got up from my chair to see that there was another flight line that had been setup down closer to where we normally fly. This new flight line had appeared and started flying even though there was at least 6 vehicles and as many pilots at the first flight line which was now right in the flight path of the new pattern. All of this without out asking or even notifying the first flight line. Keep in mind that the club rules state that you are to fly the active flight line and pattern. I counseled the offending pilots about their mistake and asked the first flight line to move to the new location. However, as club president, I will not hesitate to suspend any future offenders field pass on the spot if caught violating this rule, as this is a very serious safety violation.

## BoomStrike's World

A monthly rotory rambling By Preston Hunt

Last month I talked about some of the things to consider about getting into model helicopters and a few things you would need to get started. This month I will start to cover some of the basic terms and functions of model helicopters and how they fly. Lets start off with the basic style of helicopter you will see the most.

Pod and Boom refers to a helicopter that has a small canopy up front to cover the flight electronics and an exposed tail boom in the rear. This is the most common style you will see and is how most helicopters come out of the box. The style has some advantages over fuselage style heli's. First, it's simple in design and inexpensive to repair by comparison. It offers ease of maintenance and access to internal components. This would naturally be the style for beginners.

Now let's get into some of the components of a model helicopter. Just as with an airplane, you will have an engine, fuel tank, glow plug, receiver, servos and flight battery. That's where the similarities end. On a helicopter engine we do not use a prop that acts as part of the cooling system on airplanes, instead we use a fan attached to the drive shaft to cool the engine. There is also a clutch attached to the engine that will drive the main gear once the engine reaches enough rpm. This makes starting a helicopter possible and much safer than starting a propeller driven aircraft. Next, we have a gyro, swashplate, feathering shaft, main shaft, flybar, paddles, washout assembly, auto rotation unit, tail boom, tail rotor, head and main blades to name a few. We will get into some of these in a minute and the rest in later editions.

We will not look at how we control the helicopter and how some of the above components work in that control. Lets start with the basics that closely match what you would do with a fixed wing. We have "fore/aft cyclic pitch" (elevator) - [not necessarily up and down], "left/right cyclic pitch" (aileron), "left/right tail rotor pitch" (rudder) and "throttle". Next we have "collective pitch". Collective pitch is just as it implies. It adds or subtracts the same amount of pitch in both main blades. Collective pitch is what makes the helicopter climb or descend. If I add 3 degrees of pitch, it adds 3 degrees to both blades. This does not mean both blades will have the same degree of pitch, as you will soon

## FUN FLY STATUS

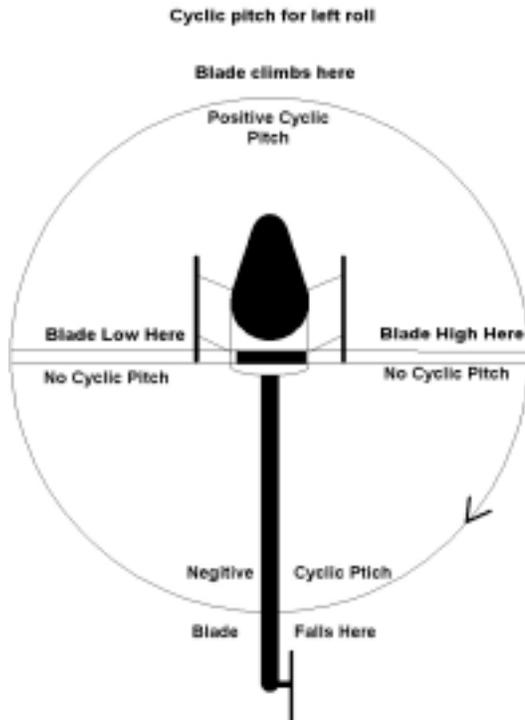
By Michael Laible

The May 13<sup>th</sup> event was cancelled due to the lack of a pilot. Oh, well, I guess one pilot was present, the CD. Anyway, the May event will be carried over to June. The June 10<sup>th</sup> events will be as follows: 1)Climb and Glide with Spot Landing, 2)Blind Flight 3)Dice Roll



Remeber, Gift certificate awards at every event.  
See Ya!!

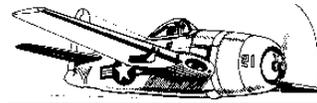
see. Cyclic pitch is adding pitch to one side of the rotor disk while removing pitch from the opposite side. If I add 3 degrees on one side it would remove 3 degrees on the opposite side. We input cyclic control with the swashplate. Because we can tilt the swashplate in any direction around its axis, we can cause the helicopter to fly in any direction. This sounds simple, but there is another little aspect of physics going on here. The blades actually reach their highest point 90 degrees after the point at which we applied the maximum cyclic. Take a look.



Confused yet? “But, But, the swashplate tilts to the left to roll left and your showing negative cyclic centered over the boom” you say. Remember that the cyclic effect does not happen until 90° after we tell it. We input cyclic to the main blade through the flybar that is positioned at 90° to the main blades. More next month.

On closing, I would like to say that now is the best possible time for club members to join the ranks of heli pilots at our field. We currently have 10 very active heli pilots with more on the way. This is the most opportune time with the most help available to you.

**BoomStrike says:** The biggest lie about flying model helicopters is that it’s hard.



## Lighter than Air

By Michael Laible

Well its been awhile since I ran the series “Lighter Than Air”. Yes, remember when I use to draw the cartoons. Some are still on the internet. Anyway, this month I thought I would just write about something that tickled my funny bone.

It seems that my wife was at the JSC Long Horn Dedication several weeks ago. The dedication was for the official opening of the pavilion (now that is a pavilion). Everyone was having a good time. Mild weather and good breeze, 10-15 from the southwest (hint, crosswind runway). So it was time for the JSC Administrator to talk, thanking all the contributors and all that good stuff. The crowd was quit, listening intently. All of a sudden a shadow crosses over the crowd, the shadow was mysterious, shaped in a cross. Then a high pitch whining sound was heard and everyone looked. Was it a bird, a speeding bullet, NOOO just those pesky RC people. Yes indeed, the whining sound was heard over the speaker. My wife said she could hardly contain herself and she did notice a couple of other smirks. Now you know the rest of the story.

I busted up laughing when she told me this. Just picture it, Hummm. To bad we couldn’t get some aerial photos. She did mention it was quit the conversation piece during closing refreshments. Also, it must be noted that the plane did not make a shadow over the crowd, I made that part up. The plane was well within the flight boundaries. It was just that it was so quit for the speakers that the cry of a 2-stroke could be heard.

Just thought I would pass it on.

## May 12, 2000 Minutes

### New

-Preston Hunt (JSCRCC President) is needing help with the publication of the newsletter. So if you are interested in helping or taking over the newsletter, please let him know.

-Preston Hunt has now added a new column in the newsletter for helicopters. Now he's not trying to be bias to all the airplane guy's, but he's challenging the airplane guys to add a column their selves. The columns will include some of the latest and coolest renovations in the r/c aviation world. Some give him something to publish.

-The fun fly last month was held on Saturday May 14, 2000 at 9:00 am.

-Their will be a sign up sheet circle around very shortly from now. The sheet is to see what channels are most being used. This sheet's purpose is to even out the usage of all the channels so people are not on the flight line sit'n around wait'n to fly. So please fill out the sheet soon as you see it. Also use this sheet to see what channels are least being used if you are about to buy a radio. Over all this will hopefully let us all do a little more flyin when we get that kitchen pass, (for those of you married)!

### The Hoffman Report (JSCRCC Treasurer)

-As of May 12, 2000 the JSCRCC has \$4768. Excellent report Dave.

### Models

-James Lemon showed his P-51 Mustang. This is a combat size model (1/12 scale). The model is powered by an O.S. 21. He says his next combat project is a JDB Aeroteck F8F Bearcat.

-(sorry didn't get your name) Showed his Triangle V. The model is electric and is powered by an 6.0 volt motor and is flown with the help of a Futaba radio. Nice model!

-Mike Laible shows some of his JBP or (Jerry Bates Planes). The model shown on the plans was a 100" Helldiver. Looked like a pretty massive project. Mike also showed his redesigned and renovated Sukoih wing. The entire model is his design but he decided to make a few improvements on the wing. Now if he can do a covering job like his dad, you would think it's the real thing.

The model of the month goes to James Lemon and his P-51.



Congratulations!

### Motions

-There was a motion made and approved to send a card from the club to the Collen's from all of us at the club. A member of the club that used to fly quite often here is having some serious medical problems. And for all the other members of the club, we would do the same for you, so we can at least send a card to the Collen family and give them our gratitude.

### Closing

-Thanks for showing up everyone, and we hope see more of you members next club meeting which will be held on the second Thursday, June 8,2000.

---

President	Preston Hunt	281-339-3535
Vice-President	Clay Bare	281-488-2992
Treasure	Dave Hoffman	281-476-5206
Secretary	Kellan Goertemiller	281-538-2876

### Instructors

---

#### Fixed:

Don Fisher	281-474-4942(H)	281-483-2157(W)
Mike Laible	281-474-1255(H)	281-336-4718(W)
James Lemon	281-557-1602(H)	281-280-1267(W)
David Hoffman	281-476-5206(H)	281-479-1945(W)
Clay Bare	281-488-2992(H)	

### Heli & Fixed

Mike Goza	281-554-4016(H)	281-483-4695(W)
Preston Hunt	281-339-2525(H)	713-359-5702(W)
Steve Rhodes	409-948-2881(H)	

### The R/C Flyer

#### Editor/Electronic Distribution

Preston Hunt

#### Assembly, Posting, Distribution

Bob Blaylock

Articles & Want Ads can be submitted to Preston Hunt at Rt.3 Box 685 Dickinson, Tx 77539 in hardcopy, ASCII, Microsoft Word or E-Mailed to me [webmaster@boomstrike.com](mailto:webmaster@boomstrike.com) or [boomstike@earthlink.net](mailto:boomstike@earthlink.net) Club Homepage <http://www.orbitworld.net/mlaible/jsc/index.html>