



The R/C Flyer

Volume 25, Issue 6

June 2001

Next Meeting – Thursday, June 14 at 7:00pm - Clear Lake Park Bldg.

The President's Corner

By: Clay Bare, President

I hope all in JSCRCC land are doing well and keeping cool. It looks like summer has arrived; I knew that we would pay for the mild winter. Things have been pretty busy around the Bare household so I haven't had a lot of opportunity to make it out to the field. As I was preparing for the new flying season, I realized that several of my battery packs were approaching my two-year limit. This year, I decided that I would try something new and make my own battery packs. As I was surfing the web, I found that the new NiMH cells cost almost the same as Ni-Cad cells and had 75 – 100% more capacity. I then proceeded to order 32 1600 MAH NiMH cells along with various connectors (2 JR x-mitter, and 4 JR rx) which came to just over \$85.00. After about \$10 of 3M shrinktube, \$2.00 worth of solder, and a couple hours of my time, I had completed packs for both transmitters and four receiver packs. I've priced pre-made NiCad packs at several online companies and the best price I could find for all six packs with connectors was around \$130.00. Not a huge savings, but it did fill some of my free time and it gave me a sense of accomplishing something.

So far I have been very happy with the performance of the NiMH batteries. One Saturday I completed five 15-minute flights on my helicopter and when I checked the receiver pack at the end of the day, it still had 5.1 volts. The voltage indicator on the transmitter never came off full! One draw back is that my old field-charger is not compatible with the NiMH batteries and I have to use my wall charger to charge the batteries when I get back home. Once charged, I plug the wall chargers into a timer, which tops off the batteries each morning for about an hour. This keeps the batteries peaked for the next time I go flying. I still plan on getting a new field charger because I know eventually something will come up and I'll forget to charge my batteries.

I guess you are wondering why I wandered down this path. It's because there is more to the R/C hobby than flying and building aircraft. It gives you several opportunities to delve into something new and keep the creative juices flowing. Hey, you never know, you might come up with something worth marketing to other R/C flyers or even come up with a way to apply something you came across in modeling to some other application not related to R/C modeling (e.g. servo operated mini-blinds!).

Once again I've rambled on too long. So until next month, Happy intentional landings!

NEWS FLASH!

In case you have been wondering why Clay has not been making it out to the field lately, see photo below. Congratulations Clay and Helen!



April 2001 Meeting Minutes

By: Mike Goza

Unfortunately Mike was not able to be there due to his wife's (Sharon) mother passing away. Our deepest sympathies go to Sharon, Mike and their families.

As a result, no minutes were taken and unfortunately I wasn't able to make the meeting either, so the following was pieced together from notes taken by Brian Warkentine and some other members that did attend the last meeting.

Tony Zinn showed a cover that he is working on to cover up the (airplane destroyer) hook that is on the runway. (*Editor: The cover is in place and already has saved me from one disaster- Thanks Tony!*)

Holly Mathia was authorized to purchase a first aid kit for the club.

Several models were shown and a Great Planes Easy Sport 40 with an FX.46 won Model of the Month. Chris Zinn, one of our new young members and pilot, built the plane. Great job Chris!

Derek Smith presented an electric Lite Stick and Herman Burton did a show & tell on his work in progress 1/4 scale SIG Piper Cub (without any wild stories this time!). The plane will be powered with a flat twin-cylinder OS 160 4-cycle.



Derek Smith and his electric Lite Stick



Herman Burton and his SIG Piper Cub



Chris Zinn's Great Planes Easy Sport 40 Model of the Month

In the Pits

By: M. Laible

It's been awhile since I submitted a newsletter article. I thought it was time to fill some white space with letters and see if I could make someone fall asleep. My thoughts for this month are numerous, one being to make my formal Thank You to everyone involved with the transmitter impound. What a nice addition and it has personally helped me in thinking about proper transmitter use.

Another item is model construction. With the use of more powerful engines sometimes a model needs to be beefed up.

Mainly this is done through experience and intuition. One case is my own. It seems I thought my SIG 4-Star 120 did not need the optional tail wires (yes, the instruction manual said optional); however, I should have known since I was mounting a gasser up front. Well, as everyone that was present can attest, I am one lucky pilot. It seems I pushed the tail bending moment to the maximum (I think a good +/- 8 inches of bending). The tail feathers vibrated producing a sound greater than Goza's blades during a sharp turn. I got it down safely and I really do not understand how. Needless to say the repairs have included the tail wires. She is ready to go and had her first re-flight on Tuesday, May 29th. Everything went great and I actually think the tail wires produced a more stable flight. It felt really solid and the engine ran flawlessly. The yellow SIG 4-star is back in business.

Last, please check out the web page. I have added the latest newsletter and Model of the Month picture. In addition, on the home page you can click on the "weather forecast" and scroll down to the Clear Lake personal page and get a history of wind direction and speed, a really useful function. Remember, parallel with the runway is about 115 deg. I always like looking at the wind and direction. It determines what model I bring to the flying field. Also remember if you have anything to add to the page just send me an email or give me a call. Photos and modeling tips are needed and welcomed. If you can get them in digital format the better.

Well, till next time.

Safety Corner

By C. Teixeira

All of you have been using the Tx Impound right? How about Clay's Safety Audit Form and Don White's First Flight Checklist?? (Thought so!)

Electric Revolution

By: C. Teixeira

If you have any doubt as to the revolution taking place in the R/C hobby, just go out to the field, or better yet, any open park area and you are bound to see some electric "Park Flyers". The last couple of times I've been out to the field the electrics outnumbered the glow plug types. The advancements in electric motors, batteries, downsizing of radio gear, ultra light airplanes etc has transformed this

segment of the hobby into a viable, vibrant segment. The June issue of Model Airplane News has an excellent article on getting started that you should check out if you are interested.

Hope to see some articles in the near future from some of our members on what they have been flying and their experiences with what equipment has and has not worked for them.

Caulk Up Another lesson

By C. Teixeira

Some of you have seen my "Just For Fun" scratch built airplane fly a number of times. It was underpowered for its weight but flew great once it got up to speed. Landings were smooth and it settled in well. However the relatively high weight to power ratio finally got to me last week. Whereas the design goal is to have the power loading at less than 200 oz/ci (2-cycle engines), I was well over 270 oz/ci.

To make a long story short, when I was coming in for a landing I found the plane getting too far down the runway and just over the grass at about ten feet altitude when I decided to abort the landing and go around. BIG MISTAKE! I slowly gave it full throttle but the plane never did seem to pick up enough speed and just wallowed along ten feet off the ground on the brink of stalling. When I got quite a way down the runway (heading west towards the tower) and thought I would eventually go out of range and/or hit the tower or baling equipment, I started a shallow right turn. Sure enough the bird stalled and crashed right wing in first. The lesson I came away with (in addition to weight IS the enemy) is to not attempt aborting a landing that low and slow with a heavy airplane. I would have been better off setting it down in the grass and half way down the runway. (Now if I could just remember these lessons I'd be OK, but that's another problem). The plane was totaled and the engine suffered some damage but is probably repairable. Caulk up another lesson!

Upcoming Area Events

By: Charlie Teixeira

June 16, 2001 - Battle on the Bayou at Scobee Field.
Contact Jim Dieckow at 713-464-2381. Sponsor: Bayou City Flyers.

July 7-8, 2001- Prop Nuts Annual July Big Bird Fly In at Crosby TX. Contact Lloyd Sullivan at 281-998-3377.
Sponsor: Prop Nuts RC Club

Hey folks, the well is running dry. Need some articles, tips, photos etc for the newsletter. Also, if you have any ideas for meeting programs/entertainment, let Brian Warkentine know. He will also be placing another order for club polo shirts so if you want one give him a call. Thanks!

Club Officers

President	Clay Bare	281-488-2992
Vice-President	Brian Warkentine	281-480-7235(H) 281-483-7419(W)
Treasurer	Dave Hoffman	281-476-5206
Secretary	Mike Laible	281-474-1255

Instructors

Fixed:	(H)	(W)
Don Fisher	281-474-4942	
Mike Laible	281-474-1255	281-853-1604
James Lemon	281-557-1602	281-280-1267
David Hoffman	281-476-5206	281-479-1945
Clay Bare	281-488-2992	
Don White	281-488-1024	

Heli & Fixed:		
Mike Goza	281-554-4016	281-483-4695
Preston Hunt	281-339-2525	713-359-5702
Steve Rhodes	409-948-2881	

The R/C Flyer

Editor/Electronic Distribution

Charles Teixeira

Articles and Want Ads may be submitted to Charles Teixeira at 1711 Bowline Rd, Houston TX 77062 in hard copy or via e-mail (preferred) to cteixeira2@earthlink.net

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