



The R/C Flyer

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July 2006

Next Meeting – July 13, 2006, Clear Lake Park Building – 7:00 PM

June meeting minutes

By: Mike Goza, JSCRCC Secretary

Club Meeting 6/8/06

New Member

1: Karl Swigert.

Old Business:

1: Canopy repair: A workday has been set for 6/24/06 (9:00 am) for canopy repair. If you have a sledgehammer, long chisel, or something that can straighten pipe please bring them. Drinks will be provided.

2: Field Paving: If JSC does not repave the field we will request that they reseal it. That will remove the loose rocks.

New Business:

1: Fun Fly. A Fun fly has been set for 10/14/06. The Contest Director and events will be determined at a latter meeting.

Show & Tell:

1: Bill Schwander showed us a vacuumed formed bikini form that he uses for airplane parts windshields etc.

2: Jose Florez showed us his Nexus 30 helicopter with a scale Bell 407 body. It is still under construction.



Model of the Month:

1: (WINNER) Danny Williams brought an ACE biplane.



2: Jose Florez brought his electric GWS Formosa.



3: Bill Schwander brought his electric profile P-38 that was made from dupron and is powered by two GWS motors.



James Lemon will provide refreshments for next months meeting.

Cross-Country Flying

By Dudley Dufort

From the Twin City Radio Controllers, Inc., Minneapolis, MN

There are usually two objectives in a two-day cross-country contest: distance and speed.

To accomplish the distance task, the pilot flies as many miles as possible around a predetermined course. There's no time limit; you can fly as long as possible to rack up the miles. The only conditions (in most instances) are both the airplane and chase vehicle must go around the outside of the turn points and the distance flown must be from a single launch. If you land off field and time permits, you may return to the field and launch again, but your mileage restarts at zero. As a general rule, no launches are allowed after 3 p.m.

In the speed task, the pilot flies as fast as he or she can around the same course. As is the case in distance, both the airplane and chase vehicle must make the turn points on the outside of the course. A significant factor in the speed task is the two-hour time limit. If you fly for less than two hours, your mileage is divided by two hours. If you fly longer than two hours, your distance is divided by your actual time aloft.

The Airplane

The biggest difference in cross-country models is their size. The reason they are large size is quite simple—the bigger the airplane, the easier it is to see at high altitudes. Higher altitude equals a longer glide path. It also gives the pilot more time to find another thermal.

Cross-country models have room for a larger battery which permits many hours of flight time. Four to five hours on the road is quite common. Cross-country flying would not be practical without the use of variometers. As the airplane flies, the variometer can detect minute changes in air density. Warm, rising air is less dense than surrounding air, and cold sinking air is denser. The variometer senses these differences and transmits a corresponding signal back to a hand-held receiver indicating when the airplane is in lift or sink.

Chase Vehicle

Most cross-country teams use a pickup truck for

their chase vehicle. The driver and navigator sit inside of the truck and the pilot and spotter ride in the bed. Seating in the truck bed can be as simple as a bean bag chair, though most teams utilize more comfortable swivel seats. Pickups aren't the only way to fly. Jeeps and convertibles are also appearing more frequently at cross-country events.

The Players

Pilot: The pilot's primary responsibility is to maintain constant visual contact with the airplane and keep it on course. At 2,500 feet it's easy to lose sight of the airplane. Reacquiring visual contact creates some of the tensest moments in flying. Sometimes when you finally spot it, it's too late. The pilot constantly discusses strategy with the rest of the crew to keep the airplane on course toward its intended goal.

Spotter: The spotter works in close accord with the pilot. He serves as an extra set of eyes when the airplane is at high altitude. Since the pilot can seldom take his eyes off the airplane, it's up to the spotter to continuously scan the route ahead. He's looking for other airplanes or birds circling in a thermal and approaching turns. It's important for the spotter to focus his attention in the quadrant of the sky where the airplane is headed. If 12 o'clock is the direction of travel, the spotter should be scanning the sky between 10 and 2. Signs of potential lift far off course are of little value.

Driver: There's much more to driving than the title implies. The chase vehicle driver has many responsibilities. It's up to the driver to safely stay close to the airplane. Smooth starts and stops are important for the safety and comfort of the pilot and spotter. He or she to adjust speed and juxtaposition based upon conditions and the pilot's ever-changing preferences.

Essentially the driver becomes an extension of the pilot. He or she anticipates the need to stop and allow the pilot to thermal when the airplane is low. Like the spotter, the driver is always on the lookout for other teams, approaching turn points,

and indications of thermal activity. It's important for the driver to alert the pilot of approaching visual impairments such as trees along the side of the road, and find a safe location to pull off the road when it becomes necessary to stop. A good driver is essential in cross-country flying.

Navigator: If manpower is available, some of the driver's responsibilities can be shared with this fourth member on the team. The navigator keeps the team on course and provides an additional set of eyes to scan the route and flying conditions ahead.

The Fun

Cross-country is all about team work, camaraderie, and a good measure of luck combined with flying skills. Working closely with the members of your own team is not only exciting, it's essential. Inadvertently, you also experience teamwork with other groups that you encounter along the course.

In glider flying, nothing beats the thrill of a low-level save with a cross-country model. There you are; you're at a couple of hundred feet getting ready to land when suddenly the variometer bursts into a staccato. You roll 13 feet of airplane on a wingtip like it's a hand launch. Before you know it, you're at 2,000 feet and in the immortal words of Willie Nelson, "on the road again."

Ins and Outs of eBay

By: Jay Bickford

From the Skymasters Radio Control Club of Michigan, Oxford MI

I sell and buy quite a few items on eBay, the online auction site. I am guessing that many of you are not familiar with the site and how it works, so I thought I would give you a quick run down on some of the ins and outs of buying and selling on eBay.

First of all, I have a fault to admit. I am a terrible

hoarder. I keep stuff—lots of stuff. Old or new, it really doesn't matter. If I think I may have a use for it in the future, I hide it away; however, this has actually worked out to be an advantage. It has given me a pretty good supply of stuff to sell on eBay, and selling stuff I already have has helped fund my RC hobby. Here are just a few examples of things I had laying around the house that I recently sold on eBay:

- Aurora space shuttle Orion plastic model kit from 2001: A Space Odyssey sold for \$100.
- Aurora Ragnarock Orbital Interceptor plastic model kit sold for \$100.
- Assorted old Tom Swift hardcover books sold for \$10-70 each.
- Aurora AFX HO scale slot cars sold for \$14-22 each.

You get the idea, and best of all there is a lot of RC airplane merchandise on eBay, whether you are a buyer or a seller.

Buying on eBay

Getting set up as a buyer on eBay is simple. All you need to do is register. Just go to www.ebay.com and follow the registration instructions. It is also helpful to set up a PayPal online payment account at www.paypal.com. Most buyers and sellers prefer to handle their payments through PayPal, and you will usually get purchased items faster if you pay this way.

You do have to register a credit card online with PayPal, but the sellers never see your number; only PayPal does. This makes your online transaction much more secure. If you don't feel comfortable giving out your credit card number to PayPal, most eBay sellers will accept money orders. However, check the specifics in the auction before bidding. Some sellers only accept payment via PayPal.

Selling on eBay

While selling on eBay is not hard, it is a bit more complicated than buying. First of all, you have to

register. If you have already registered as a buyer, you are ready to go as a seller as well. The next item you need is a digital camera to take pictures of the stuff you want to sell. You can use a regular film camera and have a CD made during film processing, but this is more expensive and time consuming than going the digital route. Items listed with clear, detailed photos bring more money than those that aren't. Also, make sure you write an accurate description of the item, including any defects or damage.

Next, if you are new to selling on eBay, it is a good idea to sell a few inexpensive items first to get the hang of it and to build up your eBay feedback profile. The feedback profile is a valuable asset on eBay. It tells people what kind of a buyer and seller you are. It is a good idea to build up some positive feedback before you try to sell an expensive item.

Even though it sounds counter intuitive, list your auctions with no reserve price or with a low starting bid price. You will get more money for your items and more interest in your auction if you do it this way. If you are concerned that you won't get what you think you should from an item, search for completed auctions on items similar to yours before listing your item. This will give you an idea of what your item will bring. Veteran eBay sellers will also tell you that there are certain days and times to end auctions that bring more money. I have found that Sunday evening is a great time to end an auction. Most people are home and getting ready to start the work week. Basically, if it is prime time for TV, it is also prime time for ending eBay auctions. I hope this has whetted your interest a bit for the excitement and profitability of online auctions.

Please note that this article is not comprehensive. Please check with eBay and PayPal for complete rules, terms, and conditions.

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