



The R/C Flyer

Volume 25, Issue 8

August 2001

Next Meeting – Thursday, August 9 at 7:00pm - Clear Lake Park Bldg.

The President's Corner

By: Clay Bare, President

Have you ever noticed how people seem to pick up on different skills better than others? A certain skill may come easy to you but may seem difficult to others. I have been attempting to fly helicopters for a little over a year now and things have been really slow. I have been stuck on trying to learn forward flight because I have experienced a mental block when trying to coordinate a right-hand turn. Left-hand turns came quickly, but for some reason I couldn't seem to just reverse the action for a right hand turn until this weekend. I was talking with a fellow chopper pilot (already well into forward flight) and when I explained my problem, he recommended that I reduce the gain on my gyro to allow the tail to swing around on its own. On the next flight I lowered the gain 20 points. Wow, what a difference that made! My helicopter can now do right-hand turns. They aren't especially pretty but I can work on that next.

This is one example of why it is so beneficial to belong to a club such as ours. I couldn't imagine trying to teach myself how to fly a fixed wing trainer without access to a club instructor... or the helicopter without the support of the other heli pilots. People talking and sharing ideas is what makes the difference between "just another club" and a good club. This hobby has so many facets that one cannot master everything without a little help every now and then. Have you stopped to help a struggling member lately? How will you respond if someone offers you a little advice? Just a little food for thought.

Until next month... may your landings be smooth AND intentional!

July 2001 Meeting Minutes

By: Mike Goza

Meeting started at 7:15pm

OLD BUSINESS

Patch and shirt update - still waiting

It looks like 6 shirts will be ordered unless more people sign up. There is some question on the logo for hats. The current design will not fit in the available space. We will have to change the design slightly for the hats. Brian will come up with a new logo for the caps and put it in the newsletter.

There is a question on the status of the pavilion. Clay will check into this.

NEW BUSINESS

Clay will get with Dave Hoffman to print out a new membership list and pass it out.

MODEL OF THE MONTH

Ken White brought in an X-Wing design. It was originally supposed to be a slope soarer, but Ken put a 0.10 in it. It is covered in monokote. Ken's model was voted Model of the Month.



Ken White with his X-Wing Model of the Month



Meeting adjourned 8:25pm

Brendan Montz brought an electric Park Flyer running on Nickel Metal Hydride batteries.



John Parsons brought a British Acro-Wot aerobatic plane. It is of balsa and foam construction with an OS61 for power. The design is very popular across the pond.

Polo Shirts and Caps Update

By: Brian Warkentine

After the long wait I think we have gotten all the requests that we are going to get on the Polo shirts. We received a total of 3 orders and the club went ahead and ordered 3 extra to make the minimum order. If your order didn't make it in, let me know. The additional shirts are on a first come first served basis.

At the last club meeting the desire to buy caps was once again expressed. After getting yet a third quote I have finally found someone that guarantees that the club logo WILL fit on a cap without altering the logo. Since the first order will fall under the required amount to waive the taping fee there will be a one-time \$50 charge. Ordering 30 caps will run \$7.50 per cap plus tax. Street price to be discussed at the next meeting. Cap color is pretty much open but it is suggested that we go with either the all Khaki or Khaki with navy blue bill. If we can make a vote at the next meeting maybe we'll have the caps before the end of the hot summer flying months!

T-shirts are still pending investigation.....

(The following Tip of the Month article is provided courtesy of the AMA web-site)

Tip of the Month

*From Vapor Trails
Derby Radio Control Society
Fred Harvey, editor
Derby KS*

This month's tip involves the dangerous practice of making last minute changes to your aircraft when the engine is running.

I recently heard about an incident involving the first flight on a new aircraft. After the engine was started and was ticking over nicely, the pilot decided to make one last sanity check of his control surfaces.

As he wiggled the controls he finally noticed that the rudder was operating in reverse. Since he was in a hurry to go flying he turned the transmitter over and flipped the servo reversing switch for what he thought was the proper channel.

Well, he got the throttle instead of the rudder. The engine suddenly went from idle to full power. The aircraft shot away from him because no one was holding on to it!

The worst problem here was that the pilot did not realize what had happened. All he knew was that something had gone wrong. The airplane became airborne while he was still firmly pulling back on the throttle lever trying to get the engine to slow down.

Since this was the aircraft's first flight, it was out of trim. The pilot had to try to keep it under control while both the rudder and the throttle were working backward!

It took this guy a few minutes for his mind to catch up with the situation. After he realized that the throttle problem was of his own making, he pushed the stick all the way up. With the engine finally at an idle, he was able to get the aircraft safely back onto the ground.

In this case, no one was harmed and the aircraft survived to fly another day however, this does point out the danger of going flying by yourself.

First: Always have someone with you at the flying field!

Always! Don't settle for just a warm body somewhere nearby. Get help holding, starting, and running up the airplane. The chance of anyone getting hurt is greatly reduced by doing this.

Second: Never fly an aircraft until you are absolutely sure that everything is in good operating condition!

Check your aircraft over carefully. Make sure the transmitter is set properly, the range check is okay, receiver is switched on, control surfaces move in the proper direction, etc. If you find anything wrong, shut down the aircraft and take it back to the pits or take it home.

It is much better to have to quit for the day than it is to have an accident you will regret--maybe forever.

An Ultra-Lite Experience

By: Ron Madsen

A number of months ago I displayed a Bleriot II, an ultra-light slow flyer. It shared construction techniques with a Japanese kite. The description of flying performance for the airplane included a wind of zero to 2 mph, indoor flying, a top air speed of 4 mph and a turning diameter of 10 feet. Since the meeting during which I displayed the model I did attempt to fly it indoors in a room the size of a standard basketball court. Well, everything was going fine until made a left turn to cross the end of the room. Then the wind from the AC caught the craft and slammed it into the far wall. That ended my indoor flying at that site.

This last week, specifically on July 4th, I took the airplane to the field. The wind was near zero. I connected the battery, aimed it down the field and gave it full throttle. As it ran out to flying speed and the wings took the load, they flexed up to a 45 degree angle on the tip. Then it lifted off. I flew two nice ovals at a blazing 4 mph and the breath-taking altitude of 4 to 6 feet. Then, on the down field (no wind) leg before landing there was a loud snap, the right wing folded up and the Bleroit became a pile of rubble on the field. The problem was either a design or material failure. The balsa wing spar had snapped at the wing mount.

So much for ultra-light indoor flyers. My recommendation: Buy something else, anything.

Yet Another Plane.....

By: Brian Warkentine

Well it was my birthday once again and I had to decide what my wife was going to buy me..... I was dead set that I

wasn't going to get another plane. I probably have at least 3 in the queue right now and the last thing I need is another project. I had finally convinced myself that I was going to get a tool for the garage, something that I could really use.

Still lingering in my mind was that hidden list of RC items that I have to have that includes: Electric helicopter, electric model airplane, and parts to finish off my 8th scale gas car. That all of course changed after the last club meeting. Talking to several electric folks during the meeting left me convinced that I had to make a trip to the "electric Mecca" in Willis Texas. Needless to say I left there several hundred dollars in the hole and my wife grumbling about yet another plane. Who knows when this new toy will make it to one of the club meetings. Maybe one day I WILL buy tools for the garage. Who knows the RC wish list is getting shorter.

Happy Flying :)

Bomber Field Annual War Bird Meet

By: Editor

Those of you that didn't make it to this year's event missed some beautiful airplanes and some exceptional flying. Pictured below is B. Webber's B-29 a really impressive airplane and a treat to watch fly. (My wife asked me why I didn't build one of these. I wasn't sure how to answer, whether to take it as an opportunity or to admit the truth. I took the latter approach).



Tiger-Moth photo courtesy of www.cs.ruu.nl

Upcoming Events

By: Editor

Aug 18, 2001: Bayport Aero Club Big Bird and Scale Fly-In, Dear Park TX. Contact Lloyd Sullivan at 281-998-3377 for details.

Sept 15, 2001: Poker Run Fun Fly, Texas City TX. Contact B. Campopiano at 281-484-4003. Sponsor is Texas City RC Club. (Note: This event was originally listed as a War Bird Fun Fly but has been changed to the Poker Run).

Sept 22, 2001: Swap Meet from 9:00 to 4:00 PM, Sugar Land TX. Contact S. Grice at 281-242-2342 for details. Sponsored by Fort Bend RC Club.

Sept 23, 2001: Battle on the Bayou at Scobee Field. Contact J. Dieckow at 713-464-2381. Sponsored by the Bayou City Flyers.

Sept 30, 2001: Space City Cross Country Challenge in Katy TX. Contact M. Crotts at 281-578-6183 for details. Sponsor: Space City RC Club.

Frequency Survey

By: Editor

As discussed at the last meeting, the club agreed to take a survey of the channels being used at our flying field. The survey will be taken over the next several months and results provided to club members to aid in selecting frequencies for future radio purchases and to keep track of any suspected interference problems. Members are requested to indicate the frequencies they are using by listing them on the attendance sign-in sheet at the club meetings or by using the form available at the Tx impound. Members may also send the info to me at cteixeira2@earthlink.net. So please help out by participating in the survey via ONE of the methods mentioned above. Thanks!

The table below summarizes results so far.

Channel	# of Users	Channel	# of Users	Channel	# of Users
11	0	28	2	45	1
12	2	29	0	46	1
13	0	30	2	47	0
14	0	31	1	48	2
15	1	32	0	49	1
16	1	33	1	50	2
17	1	34	2	51	2
18	2	35	1	52	2
19	0	36	0	53	0
20	1	37	2	54	2
21	1	38	1	55	0
22	0	39	0	56	1
23	3	40	0	57	0
24	0	41	0	58	0
25	2	42	0	59	0
26	0	43	0	60	2
27	0	44	1	Six Meter	1

data as of 7/20/01

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 have some 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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