

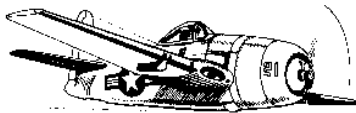


The R/C Flyer

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Next Meeting – August 8, 2012, Clear Lake Park Building– 7:00 PM



IN THE PITS

by Michael Laible

Well its August in South Texas. That means upper 90's in both temp and humidity. Well, at least this year we don't have to put up with the burn ban.

At this time I do not have anything new on the reseal of the runway. I will call before the meeting and update as needed. I do want to thank the club for voting to allocate the funds to reseal. This will give us a nice runway for years to come.

I want to first give a big thanks to everyone that made a visit to John Campos home to help out with purchasing and finding to new homes for his airplanes. Also, a big thanks to John for donating all the proceeds to the club. Thanks to everyone. I went by to visit later that Saturday. It was nice to sit back and talk to John, his wife Jane and his son. We had a lot of laughs and actually found out that Jane was the Librarian at my High School during the time I attended. What even makes this more incredible is it was in Florissant MO. What a small world and what a wonderful hobby. I did pick up a spare set of foam wings for a small electric Cessna. So if you

bought that plane let me know, I have your spares.

This has been a busy time for me and the meeting is early this month, so I making this rather short. See you all at the August meeting.

As always, Godspeed and safe landings

Mike L.

JULY MEETING

by Michael Laible

The July meeting did not have a Model of the Month entry, but did have a nice discussion by David Angel on his Top Flight Corsair build.



Dave expressed his pleasure with building and of course got some great tips from all the members. I can't wait to see it finished. I believe it is the 40 size and should be a fun plane to yank around in the air.

Next James Lemon gave a great presentation on the Extra Vehicular Activity (EVA) Suits.

The first item James talked about was the EVA diaper. Of course a lot of quality questions were asked about the diaper!!

After that James gave a good description of the suit and how it works. From its own thermal air conditioner to the gloves. He couldn't bring in the complete suit so he displayed a small cut out. James covered the thermal under garment, boots, gloves, tools, and helmet.

It was nice to have something different than model airplanes.



James displaying a NEW (not used) EVA diaper



The Helmet



FLY SAFE

by Dave Bacque

This article brings up some serious safety concerns. I highly recommend every member read it closely, share it with others and make it part of your regular flying habits.

With the increase of club membership and heavier field usage, field operations have become more of a concern. We are having more frequent incidents of out of control as well as in control airplanes flying over pilots, pits, cars and canopy. Everybody loses control now and again. Accidents do happen. Sometimes it's pure bravado. But the current rate of overflights is unacceptable. I try to remind people at the field but it has reached the point where we need to remind the entire club about the field rules, flight etiquette and safety regulations.

We fly under AMA rules and JSCRCC Safety Rules.

From the AMA Code:

A.1.a – Model aircraft will not be flown in a careless or reckless manner.

B.1 –All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.

B.3 – At all flying sites a safety line(s) must be established in front of which all flying takes place.

B.3.d – Intentional flying behind the safety line is prohibited.

From the JSCRCC Safety Rules:

4. – Do not fly over the pit area or spectator area at any time.

5.f – (When flying over the field behind the pavilion provided that) the plane never comes closer than 40 feet to the paved area and roadway behind the pavilion

At JSC we have three established flight lines, all have safety lines. Two of the safety lines are clearly marked on the runway. When flying from the runway, all flight operations will take place outside of the nearest solid white line on the runway. Outside of the runway over the grass is even better. When flying from the crosswind runway, again, the nearest solid white line is the minimum separation. Outside of the runway is even better. The third flight line is to the south, behind the usual flight operations where smaller, hand launched airplanes are normally flown. When flying in this area, no flying over the paved area is permitted. As a matter of fact, all planes must be kept at least 40' from the pavement. Again, keeping more separation than this is even better.

We all make mistakes and occasionally have an overflight. But they're getting much to frequent. On a recent weekend even new members were complaining that they didn't feel safe at the field. At the sake of repeating myself, this is unacceptable. If you have trouble maintaining control of your airplane, please consider asking for assistance. There is no stigma to flying with an instructor or assistant. At a minimum, keep a safe separation between your plane and the spectator area. In other words, keep the planes far enough out over the field that a mistake won't cause an overflight.

The other point of this article is that anyone can speak up when there is a safety issue. Don't wait for me to show up at the field just because I am the safety officer. Every

member has the right and the responsibility to bring up safety issues when at the field.

Please speak up every time you have a safety concern. Remember, we want to err on the side of safety.

Lastly, the JSCRCC Safety Rules include a stipulation that any member who does not comply with safety procedures will be subject to having their club field pass pulled for two months or even having their club membership terminated. Please don't make it come to such extremes. Learn to control your planes, fly safe and have a great day at the field while not making the other members feel that they would be safer someplace else.

David Bacque
JSCRCC Safety Officer

Upcoming Events

Club Officers

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Safety Officer:

Dave Bacque 281-486-1695(H)

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Chief Instructor:

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Fixed:

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Clay Bare: 281-488-2992

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Articles and Want Ads may be submitted to the Editor, Mike Laible at mrlaible@sbcglobal.net

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