



The R/C Flyer

Volume 26, Issue 9

September 2002

Next Meeting – Thursday, September 12, 2002 at 7:00pm - Clear Lake Park Bldg.

President's Corner

By: Clay Bare, JSCRCC President

Well another fiscal year here at JSCRCC is coming to a close, which means it is time for ya'll to start thinking about who you would like to see leading this club into the new year. That's right, it is time to make nominations for club officers. If you know of anyone that would like to serve as a club officer or if you would like to serve as a club officer, the floor will be opened at the next meeting for nominations and the officer elections will be held in October. JSCRCC currently has four elected (volunteered) positions: President, Vice-President, Treasurer, and Secretary. If you are interested in any of these positions and would like to have a better understanding of the responsibilities associated with each position, please review Article IV in the club bylaws. The following link will take you to Club handbook and Procedures.

<http://www.jsrcc.org/Mike/Information/JSCHANDBK.PDF>

I have been an officer for the past three years and it has been a lot of fun, but I think it is time for me to step back and let someone else have some of the fun! I will be glad to help the newly elected officers in any way I can and I still plan to be an active member of the club.

See Ya at the Field!

August Meeting Minutes

(Editor: Don Fisher substituted for Mike Goza since Mike was not able to attend. The following also includes notes taken by Don White)

JSCRCC Meeting minutes for August 8, 2002

The meeting was called to order by Clay Bare, the Club President at 7:10 pm

Dave Hoffman gave the Treasurers report of \$215 having been spent leaving a \$4762.00 balance.

Old Business:

Dave Hoffman followed up on the rumor that all vehicles would have to have stickers to get in the gate by August 1st. Dave checked with Security and got it straightened out. We will be able to enter as in the past.

Bob Obenberger, owner of "True Turn Spinners", will be the speaker for the September meeting. *(Editor: See change below)*

The HiTech grant previously discussed was tabled until further notice.

New Business:

The September Fun Fly was cancelled because of conflicts with other activities in the area. The next and final Fun Fly of the year will be held on the Saturday following the October Meeting. The same events and food will apply.

The Balluner Festival was discussed and noted that the field will be closed to flying Aug 23-25.

Nominations for club officers for next year were discussed. Anyone interested in seeking one of the positions please let some one known so you can be nominated. Nominations will be taken at the September meeting.

Model of the Month:

Tony Zinn won Model of the Month with a very nice scratch built electric powered Monocoupe.



Tony with his Model of the Month Monocoupe

Terry Dunn also had a very nice Tower Extra Special kit, also electric powered.



Entertainment:

Ron Mason showed how common plastic bottles could be used to form canopies and other various parts.

Don Fisher Volunteered to bring refreshments for September.

September meeting Presentation Change

The presentation scheduled for the September meeting by Mr. Bob Obenberger of Romco Inc. has been re-scheduled for the October meeting. Mr. Obenberger will give a talk on Tru-Turn spinners which his company manufactures. There will be door prizes and drawings. Mark October 10th on your calendar to hear from one of the major players in the RC industry.

October Fun Fly

By: Fun Fly Committee

As mentioned in the minutes, the September Fun Fly was cancelled and the events scheduled for that Fun Fly will be carried over to the October Fun Fly. (There should be some really high scores with all that extra practice time!). Since there are some "older" members that may have forgotten what the events were, they are repeated below.

The events have been used in previous Fun Flies but the Luck and Go and Blackjack have been modified. Food and soft drinks will be available again, but this time it's BBQ instead of hot dogs. Registration will start at 8:30 and flying at 9:00am with Brian Morris as the CD. The events are:

Alarm Clock Pylon:

1. Start engine and take off.
2. Circle pylons until all contestants are airborne.
3. Time starts when whistle is blown.
4. First contestant to pass the finish line after the second whistle blow is the winner.
5. Stay airborne until the CD tells you to land.

Luck and Go:

1. Start Engine.
2. Position plane for take off (use helper for safety).
3. Go to dice table. Pick up dice and roll until "7" is thrown.
4. At roll of "7" take off.
5. After lift off, helper must roll eleven before pilot can land. Pilot must have flown at least a 360 deg circle during flight and must land upwind.
6. Shortest time from the first roll of the dice to wheel touch down wins.

Black Jack (21)

Two decks of cards are combined and shuffled. The CD is the "Dealer" and picks flight maneuver for event (i.e.; 2 loops, 1 loop & spin, etc.).

1. "Player" starts engine.
2. "Player" gets card from dealer with motor running (use helper for safety).
3. "Player" takes off and performs maneuver(s).
4. "Player" lands and stops plane with motor running (use helper for safety).
5. "Player" gets another card from "Dealer."
6. If Player's cards add to 21 (21 or Ace & face card are high) or less, "player" can "stand" or repeat steps 3, 4, & 5.

NOTES:

- a. If Player's cards exceed 21, player "busts" and is eliminated from event
- b. One-minute restart rule applies if engine dies.

- c. "Player" with highest hand wins, next highest is 2nd, next highest is 3d.
- d. Tie will "fly-off" a second "hand" for place standing.

Hi, Jerry Beamguard Here

I have a brand new pair of balloon tire scale wheels (#122) from Williams Brothers. Will sell them for \$30 or trade them for a used Enya .29 with a muffler. Don't care much about condition of the engine but muffler has to be in fair condition. I have a new Enya .29 Mark IV BB which runs like a .60. The rules say all engines must have a muffler. This engine did not come with a muffler and I am having difficulty finding one. Maybe someone in the club might have an old Enya laying around the junk box and would like to have a big set of 1/4 or 1/3 scale wheels for a project????

Jerry
jbeamguard@houston.rr.com
Voice # 281-335-8051
Fax# 281-333-5321 (24/7)

See you at the next meeting (I hope)

(Editor: The following is provided courtesy of the AMA National Newsletter of June 2002)

Landing Errors

By Ed Moorman

1. Landing every time. Don't tell yourself to touch down every time you make a landing approach. Force yourself to go around if the approach isn't a good one. A bad approach results in a bad landing 99% of the time. You should actually be practicing approaches, not landings. When you make a bad approach, go around, set up, and try it again. When you make a really good approach, then throttle back all the way to idle and land. Unless you are an expert, the approach determines the landing. When you have a good approach the landing will just about do itself.

2. Touching down before you pass in front of yourself. Have you ever done this? You become nervous to land because of wind or maybe it's just not one of your "good" days. To hopefully make the landing easier, you make a big pattern, dragging it out. You end up touching down way before you get back in front of yourself. Is this how the landing went? BAM, the main gear spreads out. BAM, the

nose gear bends. BAM, the prop breaks.

Sound familiar? It's a very common landing error. Let's analyze the touch down location. There are three places you can touch down, before yourself, right in front and past yourself. Right out in front is best. You have the best view of fuselage angle and the descent rate. Past yourself is okay until you get way past. The airplane is directional—right is right and left is left. The further away you get, the harder it is to tell the descent rate, but you can still set the airplane up slightly nose high and let it touch.

Now, let's look at landing before you get to yourself. The airplane is coming toward you so steering is reversed. Being tense makes this worse. From a nose-on position, it's hard to tell the fuselage angle and the descent rate. This is the worst case for making a good landing. Even experts can't consistently make good landings far away from a nose-on position. When you are having a bad day, give yourself an even chance. You should be turning early, not late. Land a little past yourself. You can see everything better and judge the touchdown better.

3. Seeing the bottom of the airplane. If you can see the bottom of the airplane during a landing approach, the nose is too high. If you are set up on a final approach, the nose of the airplane should be down in a glide position. When you can see the bottom of the airplane, you are approaching a stall. You need to either add power and go around or use the elevator stick to lower the nose. Stand with a couple of good fliers and watch the airplane on landing. You won't see the bottom of the airplane.

4. Undershooting the runway. When you make a landing approach, you normally set up parallel to the runway on a downwind leg, throttle back, and turn to final approach. You can either make one big sweeping base-to-final turn or you can square the pattern off with a base leg, and then turn to final. Most beginners set up wide like they are going to make a square off pattern, then turn too tightly and angle in to the runway.

There are three ways to line up for final approach. One, the right one, is exactly in line with the runway. The other is to overshoot a little past the runway and angle back. The third is to undershoot and angle toward the runway. The last one is the most common and the worst. When you undershoot, the airplane ends up aimed right at you. Nose on is the worst position for control. It is hard to see small movements and to get the correct attitude for landing. Nose on is also the least safe direction. You are aimed at yourself and must make a turn or go around. Next, undershooting can put you high on final. Normally this wouldn't be too bad since most beginners land short, but it can put you in a position where you have to make a turn to keep from going over your head. This is a bad position for turning. You are low to the ground

and staring at the nose of the airplane. All of these make undershooting the runway the worst position to land. Overshooting, while not perfect, is not that bad. If you overshoot, you will be angling across the runway away from yourself—a safe direction to be going. You can usually see the side of the airplane so making a turn isn't that hard.

The solution, if you like to make one sweeping turn, is to set up closer to the runway and vary your bank to roll out in line with the runway. Or, you can make a definite base leg and not turn until you are in line with runway.

5. Bouncing and porpoising. If a bounce isn't caused by a very hard landing where the springiness of the gear flings you back up into the air, it is caused by touching down on the nose gear first. Nose gear first landings guarantee a bounce or a series of bounces called "porpoising" for the sea mammal who seems to continuously leap up into the air and splash back down. Lack of concentration and inattention can cause you to let the nose gear touch first. When you get to a couple of feet from the runway, you should concentrate on getting the nose slightly high. If the nose wheel is higher than the main wheels, you can freeze on the controls and just let the airplane land itself. From a couple of feet altitude, you can't hurt it.

6. The "Slow Curve Error." I coined the name "Slow Curve Error" in a book I wrote on Radio Control back in 1980. You see this error all the time and normally don't recognize it. The airplane makes a slow, shallow curve away from the pilot usually ending up on the far side of the runway, maybe in the grass. Here's what causes it. Lack of experience and natural tenseness as you get low and close to the runway cause the pilot to make very small errors. You make a steering correction, but it is in the wrong direction. You can already land so the correction is small and you immediately notice the airplane is turning the wrong way so you level the wings. Now you make the steering correction again, and again it is in the wrong direction. This continues and the airplane nibbles away at a slow, curving path away from the pilot.

Watch for this and you'll see it at every field. To cure the Slow Curve Error, you need to practice some low approaches, flying the airplane low and slow past yourself while trying to keep it in the center of the runway.

From *Flightline*
Casper Airmodelers
Craig Bastian, editor

Upcoming Events

By: Editor

9/14/02: Texas City RC Club 3d Annual Poker Run Fun Fly & Swap. Call Phillip Riles at 409-945-6723 for more info.

9/20-22/02: Bomber Field Annual B-17 & Big Bird Gathering, Monaville, TX. Contact Bob Buckbee at 979-764-9067 for more info.

10/12/02: Houston Combat Classic for 328(JSO) at Scobee Field, Houston TX. Contact Richard Stubblefield, CD, at 281-358-3522 for more information.

10/12/02: Art Watson- Dave Thomasson Memorial Fly-In at Prop Nuts field, Crosby TX. Contact Charles Stevens at 713-473-4995 for more information.

***Don't forget officer
nominations at the next
club meeting!***

A True Story From John Boyle

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare. He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific. One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier. Reluctantly he dropped out of formation and headed back to the fleet. As he was returning to the mother ship, he saw something that turned his blood cold. A squadron of Japanese bombers was speeding their way toward the American fleet. The American fighters were gone on a sortie and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor, could he warn the fleet of the approaching danger.

There was only one thing to do. He must somehow divert them from the fleet. Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 caliber's blazed as he charged in, attacking one surprised enemy plane and then another. Butch weaved in and out of the now broken formation and fired at as many planes as possible until finally all his ammunition was spent. Undaunted, he continued the assault. He dove at the planes, trying to at least clip off a wing or tail, in hopes of damaging as many enemy planes as possible and rendering them unfit to fly. He was desperate to do anything he could to keep them from reaching the American ships. Finally, the exasperated Japanese squadron took off in another direction.

Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier. Upon arrival he reported in and related the event surrounding his return. The film from the camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had destroyed five enemy bombers. That was on February 20, 1942, and for that action he became the Navy's first Ace of W.W.II and the first Naval Aviator to win the Congressional Medal of Honor.

A year later he was killed in aerial combat at the age of 29. His hometown would not allow the memory of that heroic action to die. And today, O'Hare Airport in Chicago is named in tribute to the courage of this great man. So the next time you're in O'Hare visit his memorial with his statue and Medal of Honor. It is located between Terminal 1 and 2.

Club officers

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The R/C Flyer

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Assembly, Posting, Distribution

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