



The R/C Flyer

Volume 25, Issue 12

December 2001

Next Meeting – Christmas Party-Thursday, December 13, 2001 at 7:00pm - Clear Lake Park Bldg.

The President's Corner

By: Clay Bare, JSCRCC President

On behalf of JSCRCC, I would like to wish everyone a very merry Holiday Season. For those of you that still believe in Santa Claus, I hope you have already completed your wish list. I myself have left subtle hints all over the house in hopes that Santa's helpers will see them. R/C is such a fast moving hobby that new "necessities" come out each year! Just when you think you have it all, a new kit or tool comes out that you just have to have.

The club Christmas Party is just around the corner. I would like to see EVERYONE there this year. Bring your family and a dessert or finger food and be ready to have a GREAT time.

Until next month, Merry Christmas and Happy New Year!



November 2001 Meeting Minutes

By: Editor

No minutes were taken as the club held its annual auction. Many great deals were had (see photo at right) so if you didn't make it, make it a must for next year. Dave Hoffman did his usual excellent job as "auctioneer".



Above photos courtesy of Jerry Beamguard- Thanks Jerry!

Note from M. Laible

I hope everyone is getting some flying in. A recent Sunday was a perfect day.

Had the Bearcat out at the field and put in four great flights. Didn't even have to change a prop.

Saw some helis, helis without skids and with nickels, ducted fan, fun fly's, big bird, very small cubs, trainers, some terrible flying by Hugh (just joking Hugh). What a day!

My only regret was I didn't get a chance to say Hi to everyone.

Mike Laible

Learning Nose-in Without Nosing It In

By Jeffrey R. Elver

From The IRCHA Bulletin

International Radio-Controlled Helicopter Association

Richard McKenna, editor

Everett WA

Just when you thought you had licked flying circuits and managing to hover in gusty winds, some new twist presented itself. Perhaps it came in the form of an overly sharp inbound turn, or maybe some precision hovering that went badly amiss. Whatever the case, there comes that first time when the accomplished novice pilot finds himself staring with abject terror directly at the nose of his helicopter. In that fateful instant the fluid control reflexes you've mastered are useless. In fact, they work against you. If you're lucky, you manage to get the machine turned back around.

Usually, the learning process is a continuous thing with one skill building slightly upon another. With nose-in hovering, the change in skill requirements is more abrupt. That's why it's not the type of thing you just pick up as a result of putting in a lot of airtime.

For most of us, learning to nose-in hover requires some special effort. Some people regard nose-in hovering as an advanced skill to be taught to intermediate pilots as in the PPP training program. Others feel that it should be taught to beginner pilots as they learn to hover and before they launch

into forward flight. I find it hard to weigh in on the matter. Nose-in was a skill I acquired after I was a pretty good novice pilot doing fast forward flight. That's not to say I wouldn't have benefited by learning it earlier on; I would have.

The reason nose-in hovering is so difficult is that the visual linking, the ability of the brain to translate what it sees into the subtle hand movements required to fly a helicopter, is confusing. Like standing in front of our image in a mirror, everything looks the same except that our movements are reversed. The trick with nose-in is to unlearn the reactions one has mastered in tail-in hovering.

In tail-in, if the helicopter tilts to the right we correct with left cyclic, away from the direction of the tilt. If the helicopter tilts forward we correct with rear cyclic. When the helicopter is pointing nose-in, the visual cues of left and right, forward and reverse are confused, so, we must learn the opposite reaction. When the helicopter appears to tilt to the right we must correct to the right, into the direction of the tilt. When the helicopter tilts towards us, we must pull back on the cyclic, and so on. Since these are all learned reactions, opposite the ones we've already worked so hard to master, it's a difficult task to learn.

There are two general ways to learn nose-in hovering. The first method involves strapping on the training gear--hard for us high-flying novices to commit to doing--and learning to hover all over again. This is how I started out learning to nose-in. After several hours of relearning hovering, I was able to really do well with nose-in.

Feeling pretty good about my accomplishment, I took off to fly a few victory laps around the field. Imagine my surprise when I discovered that I lost the ability to hover tail-in! I had concentrated so hard on learning to hover nose-in, that I had lost my hand-eye coordination for tail-in hovering. I had to fly around, work the helicopter into a nose-in position, then land. It was scary! The lesson to learn here is that if one decides to learn nose-in as a committed effort with training gear, one should be sure to practice with other hovering attitudes as well.

I decided to forego training gear from that point on, and move on to the more familiar plan B. For those who are well into forward flight, this approach involves making slow nose-in forward flight approaches to begin familiarizing oneself with the reversed visual linking, then from the forward approach one works slowly into a hover. This is best done at an altitude of 30 feet or so. Once in a high altitude hover, the plan is to increase the amount of time that a nose-in attitude can be sustained. At first, one may only be able to hold the position for a few seconds, eventually extending the exercise to a minute or so. Then, as one

becomes more confident, nose-in hovering can be done at lower altitudes.

This approach has a few advantages. First, it requires a pilot to learn how to bail out of a loss of control situation. As the helicopter begins to slip out of a nose-in hover, one must learn to let it fall out of control, and then to reestablish a controlled tail-in position. This is something that everyone must eventually learn in order to progress into more demanding maneuvers. Secondly, this method of learning nose-in is also an excellent time to practice pirouettes. Finally, the tendency to "unlearn" tail-in hovering is avoided, much to my relief.

This method is not without its distinct disadvantages though. I never crashed while attempting nose-in hovering with training gear. The same cannot be said about learning it at altitude. Secondly, nose-in hovering is easier when the helicopter is closer to the ground and nearer to the pilot. Hovering at a height of 30 feet and at a distance of 50 feet away is much more difficult. So, the learning process is slower.

Whichever way you decide to go, learning nose-in hovering opens up a whole new dimension of flying and will allow you to do things previously not possible. So the frustrations and difficulty are well worth the reward. By all means, give it a try.

Working with Carbon Fiber

By John Oldencamp

From The IRCHA Bulletin
International Radio-Controlled Helicopter Association
Richard McKenna, editor
Everett WA

Carbon fiber, in various forms, continues to inundate our building schedules, with the results improving as experience escalates. The best course appears to be using small pieces in critical areas, applied with adhesives already proven by the people who sell the stuff and live with it every day. Composite Structures Technology suggests, for example, that its .002 sheet laminate performs best when laminated with their Bob Smith Thick Cyanoacrylate glue.

This sounded a little strange at first, but it does work extremely well for laminating to both sides of sheetwood, for stripping (trailing edges, spars) and also for capping ribs. My discovery was in first cleaning the material with acetone or denatured alcohol, spraying the carbon sheet or caps with accelerator, then carefully positioning and placing the components.

For the balsa sheet-carbon laminates, the plan was initially to rip them out on a diamond blade saw, but miracle of miracles, a common "utility" knife does the job effortlessly and without waste. However, the straight edge and the laminate itself must be taped down prior to running a cut. Blue painter's tape works great for this. Cut lengths can be edge-sanded prior to installation. Cap strips are first cut to width, then sprayed, positioned, and rubbed down with waxed paper squares protecting fingers.

Membership Renewal Time!

If you haven't received your renewal packet or haven't renewed as you are reading this-- **renew your JSCRCC club membership NOW**. A form is enclosed with this newsletter.

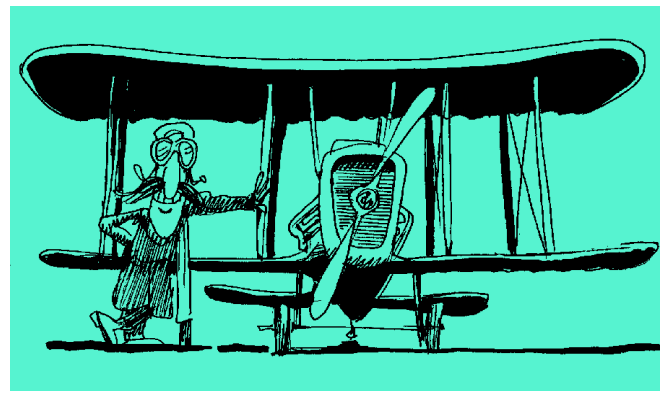
Anyone who does not renew by the last week of December will not be included on the membership list Hoffman will supply to security.

If not on the list--you will not be able to fly in January until the list is updated with NASA Security--which can take from one to four weeks after you renew.

New membership cards are in the process of being printed. **Only new 2002 cards will be recognized by security beginning 1-1-02.** There will **NOT** be the overlap of cards that we had in past years. This is a new ball game and anyone that does not understand this is going to be left outside the fence while the rest of us are flying.

Also make sure you take care of your AMA dues. If you renew your AMA membership on your own, remember to include a copy of your membership card along with your club renewal.

All renewal forms should be mailed to Dave Hoffman, 412 W. Pasadena Blvd, Deer Park TX, 77536-4864.





JSCRCC Annual Christmas Party

December 13, 2001

7:00 PM

The club will furnish meat, bread, drinks and plastic ware. Members are requested to bring a finger food, dip, or favorite desert. The party is open to all, so bring a guest, spouse or kids. Simulators will be available for guests and members to test their skills

Also during the party, Model of the Year (MOY) will be selected. To be considered for MOY, the model must have been a Model of the Month in the current year, be present, have flown, and still be flyable. Club members at the Christmas party would be eligible to vote for MOY. Prizes will be \$100, \$50, and \$25 for 1st, 2nd and 3^d places respectively.

*Season's
Greetings*

Club Officers

President	Clay Bare	281-488-2992
Vice-President	John Boyle	281-630-4526
Treasurer	Dave Hoffman	281-476-5206
Secretary	Mike Goza	281-554-4016(H) 281-483-4695(W)

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

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To get the newsletter via e-mail go to www.jscrcc.org and click on the "Subscribe to Newsletter". Once you have subscribed you will automatically receive the newsletter each month. If you have been receiving the newsletter via snail mail, contact Dave Hoffman at dhoffman@flash.net and ask him to take you off the hard copy mailing list. If you have any questions concerning "Boomstrike" contact Preston Hunt at boomstrike@ev1.net. For issues that relate to the JSCRCC web site www.jscrcc.org, you can use webmaster@jscrcc.org, which will send email to Preston and Mike Laible.

Assembly, Posting, Distribution

Bob Blaylock

Club Homepage

www.jscrcc.org



JSC-RCC REGISTRATION FORM
2002

RENEWAL NEW MEMBER DATE: _____

NAME: _____ SPOUSE'S NAME: _____

ADDRESS: _____ BIRTHDATE: _____

CITY: _____ STATE: _____ ZIP: _____

HOME PHONE: (____) _____ BUS. PHONE: (____) _____

AMA #: _____ STUDENT PILOT DATE FIELD PASS SENT _____

EMAIL ADDRESS _____

CHECK HERE TO RECEIVE NEWSLETTER VIA EMAIL. (HARD COPY WILL NOT BE SENT)

DUES:	ADULT RENEWAL BEFORE DEC. 31	\$25.00	SEND COMPLETED FORM TO:
	ADULT RENEWAL AFTER DEC. 31	\$30.00	DAVID M. HOFFMAN
	ADULT NEW MEMBERSHIP	\$30.00	412 W. PASADENA BLVD.
	JUNIOR/SENIOR (UNDER 19) NEW	\$10.00	DEER PARK, TX 77536
	JUNIOR/SENIOR RENEWAL	\$ 8.00	(PHONE # 281-479-1945)

AMOUNT REMITTED: CLUB DUES: _____ (PAYABLE TO MSC/RCC)

AMA ADULT \$48.00 AMA DUES: _____ (PAYABLE TO AMA)

AMA YOUTH (<19) \$13.00

AMA NO MAGAZINE: YOUTH: \$1.00 AMA SECOND ADULT IN HOUSEHOLD: \$30.00