



The R/C Flyer

Volume 27, Issue 12

December, 2003

Next Meeting – Christmas Party December 11, 2003 at 7:00pm - Clear Lake Park Bldg.

November 2003 Meeting Minutes

The November “meeting” consisted of the club’s annual auction. There was a good turnout and some real steals were had and some were surprisingly left on the table. Dave Hoffman did his usual excellent job as auctioneer.



Did Don White really buy this? (Watch out!)

January - J. Hornsby/Limit Q-500
February - H. Burton/Dazzler
March - D. White/DollieAir Sam
April - K. Juneau/Downspout
May - T. Zinn/Wattage F86
June - B&J. Becker/Aeroworks Edge 540
July - M. Laible/Mauraine Sualnier
August - D.White/J-3 Cub
September - H. Burton/Albatros D3

There were no MOM winners for October through December.

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 in case you didn't receive the form in the mail or misplaced it.

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

If you are 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 2004 cards will be recognized by security beginning 1-1-04.** There will **NOT** be the overlap of cards that we had in past years. 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.

December Meeting = Christmas Party

Members and guests are invited to the club’s annual Christmas party starting at 7:00PM on December 11. See attached flyer for more details. Model of the Month (MOM) winners this year are reminded to bring their winning model for judging Model of the Year.

In case you forgot, the 2003 MOM winners were:

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

The Albatros Flies

By: Herman Burton

The vintage biplane kit I bashed over the summer to resemble a WW1 Albatros D-3 was, as I reported in several articles in this newsletter, a delight to build. The next step was to get it into the air, and see what kind of performance it had. I expected the plane to have a lot of lift with 2 wings, and, correspondingly, to get off the ground easily. However, I am always knock-kneaded and apprehensive on the first flight of any new airplane. This plane was no exception.

I brought the plane to the club field on the Saturday of the new canopy and table “celebration” on November 15th. I had taken off the flying wires, which are only decorative anyway, to make aileron adjustments easier. Clean up from all the castor oil residue in the exhaust would also be much easier with the wires removed. I had broken in the new Super Tigre .51 on the ground by running three tanks of fuel and following the break-in instructions carefully. A new 12 X 6 wood propeller was balanced and installed, tips painted white for safety reasons, and the C.G. was carefully checked. I was delighted to find the airplane’s C.G. was exactly where the instructions suggested it should be. I did not have to add any weight to the plane.

Previously, I had thought the plane had built out heavier than the owner’s manual stated the finished flying weight should be. The Williams’ Bros. vintage wheels are heavy. The dual machine guns, re-built cockpit, safety flares, etc., had been added and I was concerned I had a plane that weighed more than the top end suggested flying weight of six pounds. But, the finished weight was exactly six pounds. Great!

So, on the morning of November 15th, I installed the top and bottom wings, wing struts, fueled up, and started the engine. She ran okay, and fellow modeler Mike Laible graciously accepted the offer to assist me putting her into the air. After a few minor aileron and carburetor adjustments, all was ready for the maiden flight. Mike took the plane to the crosswind flight line and sat her down, nose pointing into the wind. I was apprehensive that with no steerable tail wheel (I had installed a fixed skid), and somewhat narrow main landing gear, that ground handling would be a problem. But, determined to get the plane into the air, I gradually throttled up. The plane started moving, and immediately took a hard turn to the left due to engine torque. Before I

could move the throttle stick to a lower setting, the plane had turned completely around and ran into the tall grass behind its original position! The tall grass killed the engine, but no other damage was done.

Breathing a sigh of relief, I asked Mike if he would be willing to fly the plane for its maiden flight, and he said “Yes.” So, I walked it back to the crosswind runway, pointed it into the wind, and he throttled up to max power. The plane rose into the air almost immediately, and he flew several passes around the field. I took the controls and flew a couple of laps, and was pleasantly surprised how easy the plane flew. Mike landed safely, and the Albatros D-3 was successfully flight tested!

The next week I went down to the Texas City field and flew it several times off the grass. It is a real nice flier, responds well, and tracks straight as an arrow, with no bad habits I can determine. Surprisingly, the rudder is big enough that with just a slight amount of forward speed, I can turn the airplane on the ground, making takeoffs much easier than expected. All in all, a real fun 40-size airplane to fly. So far, I have only done outside loops and stalls, but with a little more stick time, I will start doing Cuban 8’s and rolls.

Happy Holidays and Happy Landings!

The Forgotten Rudder

By: Marvin Hinton (Courtesy of the AMA national newsletter, November 2003)

Seems like a strange title, right? Well, it’s not so strange when you consider the fact that the only time most of us use the rudder is when we are on the ground. The rudder is there for us, offering its services from the moment we start our takeoff roll to the final taxi back to the pits, yet most of us totally ignore it while in the air.

Our former safety officer once stated, “On takeoff, the rudder is the first control surface to gain control on acceleration and the last to lose control on landing.” Well, most of us have learned that the hard way, during takeoff, landing, and taxiing, but the rudder is capable of a lot more than just keeping our airplanes going in the right direction on the ground, which brings me to the personal side of this article.

I crashed a beautiful biplane recently. I had just brought it out of retirement and it was ready for its initial flight. Knowing that it had a history of bad ground handling, I was very careful on takeoff to apply sufficient rudder to keep it going down the white line of the runway.

The takeoff was accomplished without incident despite low power input from the four-stroke engine. Then, much to my surprise, once airborne, the airplane took a sharp turn to the left, struggling unsuccessfully to gain altitude. Despite full right aileron input, the airplane hadn't enough airspeed to get proper aileron and elevator response and it continued its wayward journey to an ignoble crash.

What was my rudder doing during this short flight? Nothing! As usual, I had allowed the rudder to return to neutral immediately after takeoff. Had I applied some right rudder when the airplane veered to the left, I probably could have brought the airplane back to a safer heading and avoided a serious crash. Why do most of us ignore the rudder once our airplanes are in the air? It is one of the most important and least used of our three control surfaces. I have learned a good lesson and have my name on the crash trophy to prove it.

We were once encouraged to learn how to make "coordinated turns." This requires the slight application of rudder plus some compensating aileron adjustment and can result in a much smoother and more professional looking turn. Try it out.

In other words, stop ignoring that forgotten rudder and let it help you expand your flying skills.

From *The CAM Journal*
Central Arizona Modelers Inc.
Marvin Hinton, editor
Sedona AZ

Thoughts About 100 Years of Flight

By: Editor

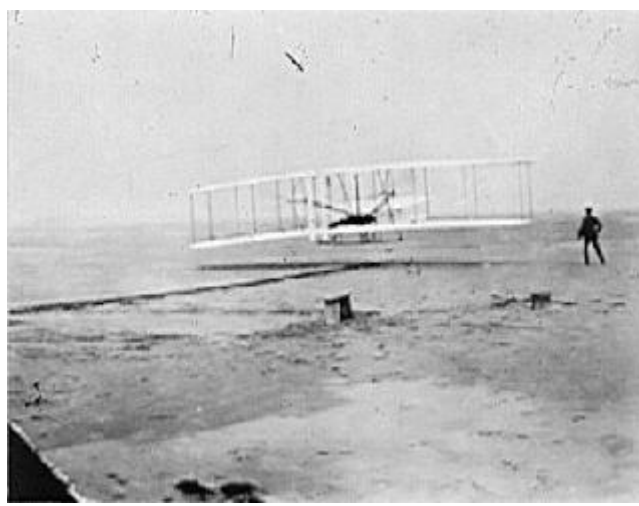
Can't let the month go by without acknowledging the amazing achievements of the Wright brothers some 100 years ago. A lot has and will be said about their achievements but several facts really impressed me and I thought were worth mentioning. For example:

-By 1902, the brothers were making numerous glider flights near Kitty Hawk, NC. Not only were they trying to develop and build a flying machine, but they were having to teach themselves how to fly!

-A major achievement of the Wright Brothers was their understanding and solution of being able to control the vehicle about the pitch, yaw, and roll axes. They were the first to grasp the concept where many others never did.

-The Wright brothers were self taught engineers that also designed and built a lightweight 12 hp engine with the help of their mechanic Charlie Taylor.

-Wilbur won the honor of the first flight on December 14th, 1903 by winning a coin toss. But the flight ended in failure when the plane pitched up and stalled. Three days later, Orville took off with the repaired Flyer and pulled off the first manned, powered, and controlled flight in history. It lasted only 12 seconds and went 120 feet, but what an impact it has had on mankind!



2004 Federal Holidays

Don't forget that you can fly at the JSC field on any federal holiday so mark your calendars for the following 2004 dates:

January 1
January 19
February 16
May 31
July 4
Sept 6
October 11
November 11
November 25
December 25

November 15 Field Day Celebration

By: Editor

Those of you that could not make the field day fun fly/celebration missed a good time. Great flying weather, good turn out (I counted at least twenty flyers), and good eats. Catch a glimpse of Laible's Mauraine coming in for a landing, Don White trying to hide behind his Cub, and master chef Le Fishier. Also great to see Brian Morris out there again.



Club Officers

President	John Boyle	281-630-4526
Vice-President	James Hornsby	281-286-2485
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	281-266-4192
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

Charlie Teixeira

Articles and Want Ads may be submitted to Charlie Teixeira at 1711 Bowline Rd, Houston TX 77062 in hard copy or via e-mail (preferred) to ctei@sbcglobal.net

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Assembly, Posting, Distribution

Bob Blaylock

Club Homepage

<http://www.jsrcc.com/>

JSC-RCC REGISTRATION FORM

2004

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 JSC/RCC)

AMA ADULT \$58.00 AMA DUES: _____ (PAYABLE TO AMA)

AMA YOUTH (<19) \$15.00

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



JSCRCC Annual Christmas Party

December 11, 2003

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 members, their family and if you wish, a guest.

Also during the party, the 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*