



The R/C Flyer

Volume 41, Issue 12

December, 2016

Christmas Party – December 8th, 2016, Clear Lake Park Building– 7:00 PM



IN THE PITS

by Mike Laible

It seems like the beginning of 2016 was just yesterday and now I am writing the last newsletter of the year. Man, how time flies.

This year has been filled with ups and downs for JSCRCC. We experienced several nice events from the swap meet to the Warbirds over JSC. Both these events were highly successful and blessed with great weather. I can't wait to see what's in store for 2017

This year also saw several losses. This saddens me; however my prayers are always with the families. We, as the JSC RCC family, need to be aware of this and take special care.

Now, with that said, let's celebrate the holidays together at the annual Christmas Party. This year we have a few special things planned and just trying to have something for everyone. So make sure to RSVP and see you Thursday night.

Safe Landings and Godspeed,

Mike L.

E-SAFETY

by Dave Bacque

Nearly three months ago I started writing a series of safety articles based on returning to flying after sitting out for a while and prop safety. As you all know, as the first article was being published, I was bitten by a plane that I hadn't flown in 10 months. A casualty of the two things I had written about, lapses of awareness and prop safety. Well, I warned the electric folks that while the previous prop article was mostly centered on glow, the next one would be all about electrics. And here it is.

The scar that I'm looking at on my right index finger knuckle came from a 10S system turning a 21" prop. The fact that it's only a scar and not a stump is pure luck.

I've written a number of times about electric airplanes. I've said it before "You guys scare me!" There's a big difference between a glow engine and an electric motor. Once you fuel the glow engine, it's still relatively safe until you fire it up. But once you connect batteries to the electric motor, it's ready and waiting to bite you.

I've seen countless people at the field put the batteries in an electric plane, then pick it up under their arm and walk out to the flight line with the transmitter in the other hand. Stop, look and think! Most times, a hand, arm or

wrist is inside the prop arc. This means if you nudge the throttle just a little bit, that motor will come to life and if the plane isn't restrained, look out!

Recently, I've had people tell me that they've got a safety switch set on their transmitter that disables the throttle. That's a good idea. But if you have a loaded gun in your hand with the safety on, aren't you taught to still treat it as if it's ready to fire? The same holds true for using a transmitter or external interlock on an electric. Always treat it as if it's ready to eat you alive.

The interesting thing is that after my accident, I was very open to discuss my accident with anyone who would listen. I was shocked with how many people started telling me about their accidents. Even my plastic surgeon said he'd seen a lot of electric airplane accidents lately. Every accident that's been described to me included an unrestrained airplane with an operator in front of the airplane or inside the prop arc, having radio problems and finally throwing a switch that allowed the motor to energize at full throttle. This resulted in arms, legs and hands that have been cut to ribbons. At best, multiple cuts that required stitches. At worst, bone damage. People, even small electrics can cause serious damage!

Once you have a battery in a plane, treat it as if the prop will spin at any moment. Don't put your arm or hand or other parts you like into the prop arc. Stay behind the prop! If you're working on it, point the plane away from you and all others who are present or even better restrain the plane so it can't move if the motor suddenly energizes.

You will eventually activate an electric motor when you didn't mean to. Let's just make sure you're not in the prop arc or in front of the plane when it happens.

NOVEMBER MEETING

by Mike Laible

We had one plane for show and tell (Model of the Month). Charlie brought in a plane built from Ivan Pettigrew plans. These plans can be found at (<http://ivansplans.com/>). Check out his page, some really nice designs – Avro Lancaster model, 103 inches electric!!! Who's game?

Anyway, Charlie built the small twin Otter. He reproduced the Otter in the Air Force colors. Very nice looking plane and flies very well.



Great Job Charlie



Charlie showing us the gas tank – oops, batteries.



Airlines at Houston Intercontinental, with this major airport having a dedicated STOL landing area at the time specifically for Twin Otter flight operations. The Clear Lake City STOLport is no longer in existence.

WOW, isn't that interesting.

Jeff Dunehew showing us some improvements coming to the JSC web in the near future. The database and access to the database will be the same. By the way, you can go into "Club Members", use your last name as on the application as user name and your AMA number as pwd. Do to quirks in the database if you have an L#### life number, just add a million, like L3016 is 1003016.



Charlie did mention he remembered the Otters flying out of Clear Lake. Well, I did a search and here is what Wikipedia said.

A number of commuter airlines in the United States got their start by operating Twin Otters in scheduled passenger operations. Houston Metro Airlines (which later changed its name to Metro Airlines) constructed their own STOLport airstrip with a passenger terminal and maintenance hangar in Clear Lake City, Texas near the NASA Johnson Space Center. The Clear Lake City STOLport was specifically designed for Twin Otter operations. According to the February 1976 edition of the Official Airline Guide (OAG), Houston Metro operated 22 round-trip flights every weekday at this time between Clear Lake City (CLC) and Houston Intercontinental Airport (IAH, now Houston George Bush Intercontinental Airport) in a scheduled passenger airline shuttle operation.[12] Houston Metro had agreements in place for connecting passenger feed services with Continental Airlines and Eastern



MINUTES

Minutes of 11-10-2016

Guest

None

New business:

Jeff will give presentation of new web site design

With retirement of Dave Huffman, Brian Campopiano was nominated for replacement and all remaining board members agreed to stay on. By voice acclamation the slate of

officers was approved. Motion was made by Taz and 2nded

Motion – Herman made a motion to accept the present officers and Brian Campiano as treasurer 2nd by Mike. Vote by acclimation of all present in favor of the Board of officers as described

Old Business:

Boy Scout fly in was a success –Fitz elaborated on what took place and it sounded like a good time was had by all.

NASA approved of our adding a third Canopy-

Discussed a possible shirt order after the first of the year

Discussion of Christmas Party - Charlie, Kent, Jerry, Mike and Herman were appointed to committee

They will work on Food, Invites table clothes etc. It was decide we will not charge for Dinner reservations

Membership:

Herman reports 82 members counting our new Member Herman report that our contact for our meeting place is up and needs to be renewed in November. He will take care of this.

Safety:

No report. *However, see article in this newsletter*

Treasures report:

Jerry filed in for Dave who resigned and were have about \$4060 on hand

Announcement:

Skip Harrison of the air show would like to know if intend to go to airshow next year. If so we need to let him know

Dec 3rd will be another Boat Float at Silvan Rodriquez Park

Swap meet will be on March 25 at Live OAK Pavilion

War Bird event will be 4th sat in April

Model of the month:

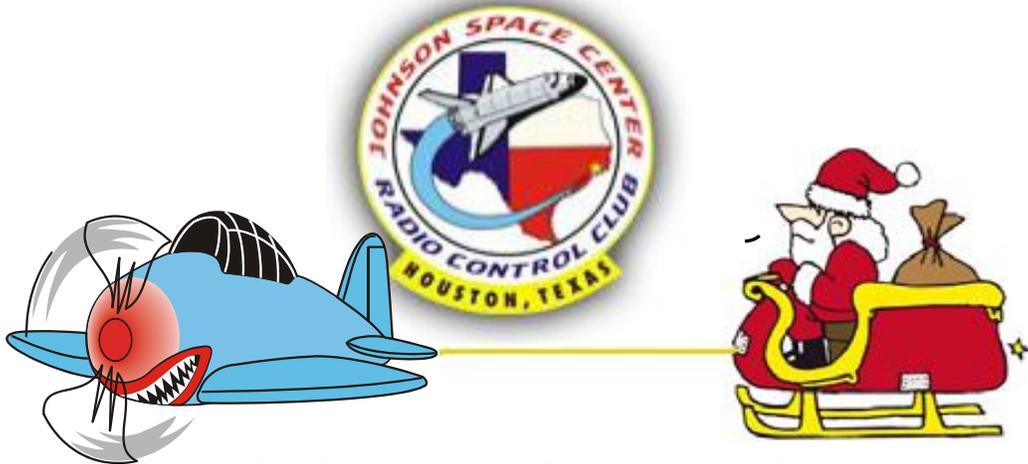
Charlie Teixeira with his electric twin ottoer

NOVEMBER MOM

by Mike Laible



Charlie Teixeira and his Twin Otter from Ivan Pettigrew plans



The JSCRC Club Cordially invites all Club members and their families to the Annual Christmas Party on December 8, 2016 at 7:00 pm. The festivities will take place at our normal meeting site at Clear Lake Park

The main course (lasagna) and salad will be provided. We ask that each attending family bring either an appetizer or desert.

Please RSVP to Kent Stromberg at 281-480-0095 or email wkstromberg@comcast.net

Come and help share in the Holiday spirit and celebrate another year of flying fun.



Upcoming Events

Club Officers

President:

Mike Laible 281-474-1255(H)
713-542-0987 (Cell)
mrlaible@sbcglobal.net

Vice-President:

Jerry Litjen 713-253-9887 (Cell)

Treasurer:

Dave Hoffman 281-479-1945(W)
832-689-620(Cell)

Secretary:

Kent Stromberg 281-480-0095(H)
281-724-3762(W)

Membership Committee

Herman Burton 281-474-7133(H)

Safety Officer:

Dave Bacque 281-486-1695(H)

Instructors

Chief Instructor:

Dave Hoffman: 832-689-6201 (Cell)

Fixed:

Mike Laible: 713-542-0987 (Cell)

James Lemon: 832-385-4779

Herman Burton: 281-474-7133

Dave Bacque: 832-216-2566

Tom Altmyer 713 591 2859

Fitz Walker 817-797-9192

Heli& Fixed:

Brian Campopiano: 832-524-9590 (H)

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

To get the newsletter via e-mail go to <http://www.jscrcc.com/> and click on the "Subscribe to Newsletter". Once you have subscribed, you will automatically receive a confirmation email that you must reply to get

the newsletter each month. After you confirm you are on the newsletter email list. If you have any questions concerning the web site, e-mail Randy Collier at webmaster@jscrcc.com or Mike Laible at mrlaible@sbcglobal.net

Club Homepage

<http://www.jscrcc.com>

FOR SALE

Top Flite 60 size Corsair, kit built, saito 1.25 4 stroke, Robart retracts. Asking \$1000.00, contact David Angel at rocketguy88@gmail.com

WANTED

Supported Special Interest Groups:

SAM Chapter 82, Membership, Don White, white1962@sbcglobal.net, 281 883-9159.