



The R/C Flyer

Volume 27, Issue 9

September 2003

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

August 2003 Meeting Minutes

By: Mike Goza, JSCRCC Secretary

The Meeting started at 7:11pm 8/14/2003

Old Business:

The canopy is up and is looking great. Thanks to Herman, we also have two picnic tables.

New Business:

Now that we have the new canopy, there needs to be some rearranging of field facilities.

The wind propeller will be moved to the corner of the canopy nearest the two runways and high enough to get clear wind.

The TX impound will be moved under the canopy to keep it in the shade and out of the rain. This will help protect the transmitters being impounded there.

Herman has been given authority to obtain two work/assembly tables. They will be 36" tall, 4' x 6' in size, covered with a Formica top and surrounded by a lip. The table cost was not to exceed \$200 a piece.

Herman is also authorized to purchase signs to claim the tables as club property and signs for the picnic tables that delineate them as food only. Please don't use them for assembling models. Use the work tables for that purpose.

There will be a club social function at the field Oct 11 at 9:00am. Bring what you want to fly and have fun. More details will be in next month's newsletter.

Don Fisher, Charlie Teixeira, and Dave Hoffman volunteered to be on a nominating committee for next year's officers.

Model of the Month (MOM):

Don White won MOM with a Sig J-3 Piper Cub. It is the clipped wing version. It has an 83" wingspan and is powered by a Moki 1.2 glow engine. Good looking model Don.



Don White with his MOM J-3 Cub

Entertainment:

John and Holly Boyle brought in their "other" hobby. They kite surf. The basic idea is to strap a short surf style board to your feet and hold onto a 16+ foot kite and surf the ocean. Sounds like great fun and was very entertaining. Thanks for sharing your other hobby with the rest of the club.



John Boyle describing his kite surfing gear

Meeting adjourned 8:00pm

Program for September Meeting

Herman Burton has agreed to provide the entertainment for the September meeting. It will be a 20-30 minute talk about "bashing" the Fred Reese vintage airplane kit into a "stand-off" WW1 Albatross scout plane for the German air force.

A BIG THANKS TO BRUCE HILTY

Bruce, thanks for all your efforts in getting some much needed improvements to our field including surface sealing and getting the shade canopy. Thanks again!

Nominations for Club Officers

Election of club officers is coming up at the October meeting. Candidates are being sought for President, Vice President, Secretary, and Treasurer. Let one of the members of the nominating committee (Don Fisher, Dave Hoffman, and Charlie Teixeira) know if you are interested in being a candidate for one of these positions. Nominations will be accepted through September 24th and published in the October newsletter along with a ballot. The election will be held at the October meeting and all ballots must be turned in at the October meeting. Ballots may be submitted prior to

the meeting by mailing to Charlie Teixeira, 1711 Bowline Rd., Houston, TX 77062 so as to arrive no later than October 8th.

Ideas for October 11th Social

By: Editor

As discussed at the last meeting, the club is planning an event on October 11th to commemorate our new canopy, tables etc, sort of a "ribbon cutting" ceremony. Below are some ideas for consideration and discussion at the September meeting.

- Open flying all day (all members are encouraged to bring an airplane and have fun)
- 9:00AM registration for all club members. Each registrant gets one ticket for a "door prize" to come from the Tru-Turn donations.
- 10:00AM ribbon cutting and picture taking
- 11:30-12:30 free hot dogs and soft drinks for members and their guests
- 12:30 present door prizes
- 1:00 PM social ends, flying continues.

Some other possibilities:

- Special prizes for:
 - o Ugliest/most beat-up aircraft still flyable (safely!)
 - o Best scale
 - o Most unusual/original airplane
 - o Aircraft commemorating 100 years of flight
 - o Other?
- Use this opportunity to get some publicity by submitting pictures and an article about the club and its new facilities to the JSC Roundup, RC magazines etc.

To make this work, the club will need volunteers to

- take care of the food & beverages
- take care of the prizes
- set up & clean up (including getting a ribbon and some "big scissors")
- work publicity (Bruce Hilty offered to help with the Roundup article)
- arrange for guest entrance to JSC field.

The above are just some of the ideas for consideration. Give it some thought and come to the next meeting and participate in the discussion *AND* volunteer to help make this a fun day. Our facilities have come a long way in the past year, so let's celebrate and ENJOY!

FINAL TOUCHES

By: Herman Burton

For the past 2 months, I have been writing a column about the kit-bashing I have been doing to a Fred Reese Vintage biplane to make it appear similar to a World War 1 Albatross scout. This article will describe the last steps taken to complete the airplane.

The German scout planes flew from bases close to their homeland. Many carried flares mounted to the side of the plane to be fired in the event they were shot down behind enemy lines. I duplicated the flares by building them from 3/16" hardwood dowels, sanded very slightly at the end to leave the appearance of a cartridge base. The base was painted brass by mixing gold and copper Testor paints. The other end was painted red. The flare holder was constructed of 1/32" aircraft plywood and spruce, painted to match the fuselage. Pictures of these early scouts showed the flare holders on either side of the fuselage. I mounted mine on the port side, to avoid the engine exhaust residue.

There were about as many different types of windshields as there are photos of the Albatross. The windshield I chose was built from scratch, with 2 pieces of thin balsa cut to fit the rounded fuselage. It was trial and error to get a good fit to the fuselage curvature. The Solartex covering was cut out where the balsa pieces fit onto the fuselage in order to get a good glue joint. The windshield is mounted at a 45 degree angle, slanted back toward the pilot. The hardest part of the windshield construction was cutting the bottom of the balsa, where it joined the fuselage, at a consistent angle to allow for a flat mounting surface. Clear butyrate plastic was sandwiched between the 2 pieces of mounting balsa for the windshield proper.

As discussed earlier, these planes had plywood fuselage bodies. When lacquered with clear dope, the plywood showed through. I found a color of paint that matched the documentation color of the doped fuselage. Minwax wood stain, in Golden Pecan, applied sparingly and only in light touches, gave the appearance of the plywood underneath. A fellow modeler provided this neat tidbit of helpful information.

The landing gear of the model is three pieces of formed music wire, bound with thin copper wire, and soldered. I painted the landing gear and the vintage 4 3/4" Williams Bros. wheels the color stated in my reference book, dove gray. This color was stated to be used for the wing struts, cabane struts, and most of the metal parts of the plane. Since my model was already looking like Finian's Rainbow, I elected to minimize the use of gray to just the wheels and landing gear.

The cockpit on these planes always had stuffed leather trim all the way around the perimeter to get rid of the sharp edges. I used naugahyde stuffed with a 5/64" string inside to simulate the leather.

The scale Williams Bros. machine guns were mounted in front of the pilot. The balsa fuselage was cut out to allow the bodies of the machine guns to sit low. They are permanently glued in. Although the ammunition belt is very realistic, the decision was made to leave the ammo off.

Flying wires give authenticity to a WW1 airplane, so I bought 0.018" stainless steel wire for my plane. Using the pictures available as a guide, I put "X-bracing" flying wires between the fuselage and the wing struts.

And finally, the tailskid was constructed per documentation drawings, painted, and glued on. I hope I do not live to regret the fact I deliberately made this plane with no steerable tailgear. We'll see.

As mentioned in the first article back in July, this plane has been my summer building project, plus my first attempt at a few scale details. I have thoroughly enjoyed doing the research, and learning a little more about these early airplanes, how they looked, how they handled, and the daring pilots who gave their lives flying them. I'll bring the plane to the September meeting, and answer any questions not covered in these articles.

Flying into the record books

ALLISON LAWLOR
Globe and Mail Update

(Editor: The following story was forwarded by Don White and also circulated through the Texas City RC Club by Ken Juneau and is such an amazing story that I thought it was worth repeating here. I can't figure out how they could have done it with the fuel they supposedly carried and be able to fly for about 38 hours. But here is the story and if you can fill in some of the details let me know and I'll follow up with another article in the coming months).

The history of transatlantic aviation reached a new milestone Monday when a 4.9-kilogram model airplane completed a 3,040-kilometre flight from Cape Spear, Nfld., to Ireland.

It is the first successful Atlantic crossing by a "true" model airplane, according to the group of enthusiasts from Maryland who built and launched the aircraft.

Maynard Hill, a retired metallurgist from Maryland who has set a number of model-airplane records, launched the aircraft he had designed just after 10 p.m. on Saturday night from Cape Spear, the most easterly point in North America.

The craft, 1.8-metres long with an almost matching wingspan, landed 38½ hours later at Mannin Beach in western Ireland, just over 10 metres from where it was expected to land, said Joe Foster, a member of the team that worked on the project for five years.

"It made it, and that was the goal," Mr. Foster told globeandmail.com, adding that the plane is reported to be in excellent condition and could be refueled and flown again.

"I think [this record] will be incredibly difficult to break," he added.

The team waited on "pins and needles" Monday morning to hear whether the plane, named the Spirit of Butts Farm, had landed safely, he said. After the craft did not get the tail winds that had been expected, the team worried that it might run out of fuel.

"We calculated enough fuel for 38 hours," Mr. Foster said, adding that the plane had just 51.1 millilitres of fuel remaining when it landed - enough for about 40 more minutes of flight. "It was real close."

The aircraft, named after Beecher Butts, a long-time aviation enthusiast, weighed just under five kilograms at takeoff and about 2.6 kilograms when it landed.

After guiding the model airplane to its cruising altitude, Mr. Hill put the plane on autopilot and waited anxiously for it to make its journey. The plane was equipped with GPS to guide it to its destination.

The plane flew across the ocean at an altitude of about 300 metres, said Carl Layden, a Newfoundland modeler connected with the project.

The hobby's governing body, Fédération Aéronautique Internationale (FAI), will have to verify that the plane set a world record for straight-line distance by a "true" model airplane.

Monday's record is the 25th record that Mr. Hill has broken, Mr. Foster said. A model airplane enthusiast all his life, Mr. Hill is now in his late 70s and is considered both legally blind and hearing impaired. In order to keep building his planes, he now dyes his glue red so he can see it.

"He is to model aviation what Gordie Howe is to hockey," Mr. Layden told globeandmail.com.

Mr. Hill was "totally overwhelmed with emotion" when he learned of Monday's successful landing.

He had tried the transatlantic flight four times before.

Red S.

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Upcoming Events

By: Editor

9/13-14/2003 : Jetero Big Bird Fly-In, Huffman TX. Contact Odis Everts, CD, at 281-949-9179 for more information.

9/19-21/2003 : 15th Annual B-17 & Big Bird Gathering at Monaville, TX. Contact Bob Buckbee at 979-764-9067 for more information

9/19-21/2003 : Houston Helicopter Fun Fly in Katy, TX. Contact Chad Williams at 281-300-3253 for further information.

10/4/2003 : BPAC Fall Big Birds sponsored by Bayport Aero Club, Deer Park, TX. Contact is Paul Curry, CD, at 281-487-3749.

10/10/2003 : Houston Combat Classic for 328, 330(JSO) at Scobee Field TX. Contact CD Richard Stubblefield at 281-358-3522 for more info.

10/18/2003 : Fall Fly-In sponsored by A.R.F. RC Club, Livingston TX. Contact Mike Muehr, CD, at 936-967-4404 for more info.



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	

Editor: I had some free space and thanks to Hal Rosenberg, thought I'd leave you all with

Some Things to Think about

I was thinking about how the status symbols of today are those cell phones that everyone has clipped on. I can't afford one, so I'm wearing my garage door opener.

I was thinking that women should put pictures of missing husbands on beer cans.

I was thinking about making a movie for folks my age and call it ---"Pumping Rust".

I was thinking that employment applications always ask who is to be notified in case of an emergency. I think you should write. "Well, a good doctor would be nice".

I was thinking why do they put pictures of criminals up in the Post Office? What are we supposed to do...write to these guys? Why don't they just put their pictures on the postage stamps so the mailman could look for them while they delivered the mail?

I was thinking about how people seem to read the Bible a whole lot more as they get older, and then it dawned on me... Hey, they probably are cramming for their finals.

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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