



The R/C Flyer

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February 2004

Next Meeting – February 12, 2004 at **Hoagies Ranch Emporium** on 226 Marina Bay Drive, Kemah

January 2004 Meeting Minutes

The Meeting started at 7:10pm, 1/8/2004

Old Business:

Safety was discussed. It was suggested that a set of the club safety rules be posted at the flying site. Also, the emergency numbers and GPS location will be included in the rules. The club as a whole will try to remember to move the TX impound when out at the field.

We will check that the first aid kit is intact.

New Business:

There was discussion about getting concrete blocks with eye bolts to use as hold downs for aircraft. There was also discussion about putting eye bolts into the field, but the thickness and hardness of the field surface is of concern.

Herman volunteered to submit an article to the newsletter requesting volunteers for a safety committee.

For the months of February, March and April, the club meeting will be without a home. Please keep a close eye on the newsletter for change of location. This change was unavoidable due to renovation of the building. This is an inconvenience but we can easily work around it. The next three meetings will be held at the Hoagie Ranch in Kemah.

Model of the Month:

Herman brought an electric powered rotor type craft. It was a fun prefab style aircraft. (*Editor: Herman demonstrated how easy it is to fly a heli ☺*)



Ray Randolph brought in a show and tell of a wing under construction. He took an 80" one piece wing and turned it into a two piece wing. Very nice construction.



Charlie Teixeira won MOM with a B25 bomber.



Meeting adjourned 9:15pm

NOTE: Club meetings will be held at Hoagies Ranch Emporium on 226 Marina Bay Drive, in Kemah for the February, March, and April meetings. This temporary location may be extended pending completion of refurbishment of the Clear Lake facility.

Bayport R/C Accident

By: Herman Burton

There was a serious modeling accident at the Bayport R/C Club that occurred recently. Art Faulkenberry was starting his plane equipped with a 1.60 2-stroke engine. He did not have the plane restrained, and after he got the engine started, it "jumped" away from him and hit his hand. He lost his little finger, the first joint of his index finger, plus palm and wrist cuts on the same arm.

This man is a long time modeler. Had he had his plane restrained prior to starting the engine, the accident would not have occurred. And, the story is he was at the field by himself.

I hope our club does not have to have a serious accident before some appropriate measures are taken to assure the safety of our members, and that of spectators. No one ever believes an accident is going to happen to them.

Perhaps restraining procedures for larger engines would be appropriate. But then, a .25 can cut fingers off too. As usual, rules might have to be made to protect the careless and stupid. But, accidents DO HAPPEN.

Not an easy or straight -forward path in front of us, is it?

Safety Proposals to be made at next club meeting

By: Editor

A group of safety conscious members have been working on field improvements to enhance safety at the flying field. It is important that all club members attend and participate in the dialog and vote on the proposals.

Angels at JSC?

By: John Parsons

I don't get to meetings much but thought I'd take a few moments to describe a recent event. Good fortune was on my side that eventful day. Good luck, possibly angels? Almost definitely!

I like JSC. I live in Katy now, but I will travel the extra hour both ways just to fly here. I like the friendly people and the general camaraderie. The instructors at JSC took the time and patience to teach me to fly. I've been trying for over 20 years, and had many failed attempts. From a simple bungee

launched glider that disintegrated in a tree, to an expensive German ARF that stalled after take off and ended up at my feet in more pieces than were in the original box!

I like Sig products; I finally went solo with a Sig Kadet LT40 ARF. It's a nice plane - big on the inside so that I can get my clumsy digits where they need to be on a cold January afternoon. All the linkages were slop and bind free, which I think for an ARF, was very good. These are just a few small things that I liked about Sig. All the panels and fittings just worked together and gave me great confidence.

For my second airplane I chose the Four Star 60 ARF (I don't get much time to build from a kit) and again I was very pleased with the overall finish and construction and it turned out to be an excellent flying plane. Very stable, aerobatic, and once trimmed flew very well.

Anyway, on this fateful day I arrived at the field with my "trusted steed", and started the engine. The wind was gusting and blowing fairly strong straight down the runway. I was apprehensive, but I figured that it would be OK. I knew I could call on more experienced hands if needed. The engine wasn't running "just right"; it died on numerous occasions on the way out to the runway. I replaced the plug & checked the fuel system, all seemed to be good to go.

I eased the throttle forward and as normal the tail lifted and the 4-star tracked perfectly into the blue sky. I started a gentle turn, all the while conscious that at any moment, the engine may die and I would be forced to come home early. All seemed good, a few rolls and loops followed. Had I fixed the gremlins in the engine? It appeared that way. I was having a blast finally. I decided to try a spin in the outfield. It's a good test for the engine, although a little reckless, but I had the confidence in my abilities. Flying into the wind I eased back on the throttle, and pulled on the stick to force a stall, then opposite locks on both sticks, here we go, nose down, just a gentle spiral earthbound. Wonderful. Release the sticks and level the wings and out we came. I opened the throttle...nothing...nada, not a buzz, or a hum...big fat zero. "Dead-stick" I called and turned the plane on the downward leg ready for final.

I misjudged the wind and the 4-star whizzed downwind and before I knew what had happened the 4-star was a small speck down by the radar tower, no power, just floating downward. I figured that I would have to take a walk and just concentrated on the decent in the far distance. As it descended earthbound, I noticed the farm equipment almost lurching skyward wanting to drag my precious toy into their jaws. With no airspeed to maneuver and already low - I just watched hopelessly as I descended into the grass with the jaws of the farm equipment still in my vision. Silence.

I gulped - I feared that this would be my first loss of an airplane. My heart sank. I loved this plane. It was my pride and joy. I handed the transmitter to someone named Tom and started the lonely walk to where I figured it had come down.

What did I find? The plane looked fine. I stood in amazement. I then looked around, perhaps I would pick it up and find the wing ribs ripped and demolished on the underside. But something was wrong. It didn't compute. How could this be? I placed it back on the ground and left it in the grass. By this time some of the other members had started to wander over and ask what was wrong. We all stood there with amazement. It was a perfect touchdown even from that distance, not a scratch, not a dent. I took out my camera and snapped the final resting place with amazement just to prove that angels DO exist.



WEBMASTER WANTED!

The club needs a volunteer to upgrade, maintain and administer the club's web site. Preston Hunt has done a great job getting the site to where it is but is no longer able to devote the time required.

If you are interested, please notify one of the club officers. Thanks!

ARF Tips

By: *Charlie Teixeira*

I have owned two ARFs in my many years of modeling and must admit they are getting better every day. However, I had an incident recently which I thought was worth passing on.

Last year I purchased the .60 size version Hanger 9 Ultra Stik. The plane is well built and looks great. Its' flight performance was great with a Saito .72 four stroke and is awesome with a Saito 1.00 four stroke. I have about 25 flights on the airplane.

Recently I made a landing that was harder than usual (but typical for me!) but not hard enough I thought to knock the wheels out from under it, which it did. I thought, heck another Teixeira landing!

But when I got the plane back to the garage and pulled the covering away from the wheel mounting block I was surprised to find the area soaked with fuel. Apparently, fuel had been seeping in through the seams in the covering. Upon further inspection I found several other areas where this was happening, way too soon for an airplane not even a year old.

The moral here is to make sure all the covering seams are well sealed (covering iron, trim tape, CA etc) and to fuel proof important areas even if it means pulling off some of the covering. On this Hanger 9 model, the covering overlap at the seams was at best 1/8 inch, not adequate in my opinion. Although this advice applies to all models, it is particularly important for ARFs where there is a tendency to accept what comes out of the box *READY TO FLY!*

Also on this ARF, the landing gear mounting block was a solid piece of wood which appears to be fir which splits very easily. Don't use it (or the metal screws that come with it) instead replace it with a plywood block and nylon bolts. You won't regret it!

Check out the club's new Aerovane next time at the field. Thanks especially to Brian Morris and Herman Burton.

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	832-385-4779 (cell#)	
David Hoffman	281-476-5206	281-479-1945
Clay Bare	281-488-2992	

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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