



The R/C Flyer

Volume 29, Issue 3

March 2005

Next Meeting – March 10, 2005, Clear Lake Park Building – 7:00 PM

PRESIDENT'S PERSPECTIVE

By: Herman Burton, President JSCRCC

An initiative I will be bringing to the club for discussion this month is an outreach program for introducing junior high and high school students to radio control model airplanes. As everyone is aware, most of the members in our club, like most other members in most other clubs, are getting on in years, with typical grey hair. Most young boys and girls have spent their entertainment monies on Playstations, Xboxes, and other video games. These games, popular though they are, are mostly indoor activities with no physical action required of the participants (thumb movements to the contrary!). And, they have no teaching value of building skills, reading/interpreting plans, eye-hand coordination in the real world with real-world consequences, or the enjoyment of the camaraderie of the sport.

Mike Laible and I, at the request of CCISD in years past, helped junior high age children build Delta Dart gliders on a Saturday morning at Seabrook Junior High School. Afterwards, there would be a mass launch of all the successfully built gliders in the gym later that morning. The conclusion of the day's activity would be to fly an RC model at the junior high school football field so the students could see an actual RC controlled airplane in the sky. The event was hugely successful.

There are numerous ways to get youngsters involved, and the scenario described above works well for an initial introduction into airplanes, building skills, glue types, balsa, etc. I am hopeful of extending the initial introduction into a continuing program up to and including the senior high school.

This program, if implemented, would have little immediate impact on the membership. However, it is hoped by instilling information about RC building and flying at an

early age, that by the time these students become older some of them will want to become actively involved in the hobby.

Other venues, such as distributing generic club information at various hobby shops in the Bay Area will be brought forth for consideration, also.

We'll discuss these initiatives more at the March meeting. Come on out and join the discussion. Your input is important.

February 2005 Meeting Minutes

By: Mike Goza, Secretary

The Meeting started at 7:11pm 2/10/2005

Old Business:

The club contacted JSC about holding a fun fly open to the public. They will base their decision on the JSC Open House outcome. If it goes well then the rules may be fairly lax. If it goes poorly, then it may get tougher. It will be after April for sure. Based on rocket club experience, they required all visitors to be on a list so pre-registration was the only option for them. We may have other options. If we want to sanction/advertise the fun fly event, we need 3 months lead time for the magazine.

Club fun fly for March 12 was cancelled due to lack of interest.

New Business:

We need to make arrangements to bring the club hats and shirts to the next meeting.

There was a question about JSC employees flying at the field. The club/JSC rule is that you MUST belong to AMA. You may fly with an Instructor Pilot of which Dave Hoffman, James Lemon, Clay Bare, and Mike Goza are registered. This is only good for 30 days after which you must join AMA. You do not have to belong to the JSCRCC club if you are a JSC employee. This does not include contractors though.

Walter Leuke will bring refreshments to the next meeting.

Model of the Month (MOM)

James Lemon brought a Hanger 9 Funtana aerobatic aircraft. His first flight based on the recommended CG was VERY tail heavy. He has since moved it forward and it flies very well. The kit went together very well.



Entertainment:

No entertainment this month.

Meeting adjourned 7:40pm

Washout: advantages and disadvantages

From the AMA National Newsletter

"Every airplane needs washout, even a biplane," said Claude McCoullough, the famous designer for Sig.

I'm not sure that every airplane needs washout, but most do, especially the scale airplanes that Claude designed.

Washout is a twist in the wing from root to tip. This twist is

usually three degrees but in rare cases can be more.

Washout forces the wing near the fuselage to meet the air at a more positive angle than the tip. As the model pulls its nose up and increases the overall angle at which the wing meets the air, it will eventually achieve the stall angle at which lift ceases.

With washout, the inner wing will stall first and gradually progress towards the tips. This is desirable because the loss of lift at the center will lower the nose and prevent further stalling. Meanwhile, aileron control is maintained even though the wing is partially stalled.

But there's much more. Consider the typical World War II fighter. A fighter will have a wing incidence at the root of about 2-degrees and a washout of about 1 1/2-degree. At top speed, the incidence angle of the tip is 0-degrees. Drag at the tip is minimized and there is very little loss of lift by air creeping around the wingtip—very efficient for maximum speed. In addition, the up-going aileron causes the same drag as the down-going aileron, so that roll causes no yaw. Yawing with the rudder does not change the lift at the tips, so yaw does not induce roll. This is just what the fighter pilot needs for gun aiming, and what the modeler needs for precise scale flight.

Washout is a must in airplanes with long, thin, or pointy wings. Some can't fly without it. Next time you are at the airport, notice the washout of the airliners there. It's huge for safety and fuel efficiency. Most biplanes don't need washout because one wing is typically set at a higher incidence angle, and one wing will stall before the other. Ailerons must therefore be on the wing with the lower incidence angle.

Washout has a dark side; it can interfere with aerobatic performance. In inverted flight, washout becomes washin and all the bad things that washout prevents in upright flight become worse in inverted flight. Snap rolls and spins, which require the wing to stall on command, can be difficult to start and control. Adverse yaw varies with airspeed. Scale models of fighters are only mildly aerobatic. Fully aerobatic airplanes generally do not include washout.

Summary: Washout improves aileron response at all airspeeds, reduces adverse yaw and softens the stall, but only in upright flight.

From Flare-out
Twin City Radio Controllers
Jim Cook, editor
Minneapolis NM

FOR SALE

Item #1 (Revised from last newsletter)

One B&B Specialties Laser 200 acrobatic plane with a wingspan of approximately 80 - 90". It is not finished and needs a fair amount of work to complete.

The body is basically constructed, but needs a lot of refinishing prior to any painting or detailing. There may be two heavy-duty servos in the body (not sure) and the control rods for the tail section. It has a Zenoh G23 gas engine already mounted. The canopy from the kit is included.

No wheels or decals.

The wings are Styrofoam on a wood core. They are not done at all. There are two heavy-duty servos to mount in the wings.

Included is the instruction booklet, but not the plans (they were all cut up).

It comes with a Futaba 8-channel radio, the receiver (in the plane), the booklet for the radio, the charger assembly, and the connection for the radio/receiver is also in the plane. The radio will need one switch repaired.

Initial cost of everything was around \$1500.00; need to sell, so make an offer.

Contact Cynthia Collins, at work 281-483-7413, or by email at cynthia.collins1@jsc.nasa.gov

Item #2 (NEW!)

Men fast charger. This is the original fast charger from many years ago, it is AC powered. Charges both 9.6V TX and 4.8V Rx at the same time. \$50.00

Sullivan starter, upgraded with larger 10 gauge wire, banana plugs on ends. \$20.00

ALPHA 4 charger by Litco, charges/cycles up to 4 batteries at the same time, 1-12 NiCad's also gel cells. DC powered, comes with plug in transformer for home use. \$175.00

Sirius fast field charger, charges TX and RX at the same time. 5 cell packs not a problem. Power panel ready, banana plugs on power cord. \$75.00

Ram simple RC switch, plugs into unused channel, used to turn an electrical device on and off from the TX. Could be used on smoke pump, glow driver, etc. \$15.00

Single Speed Dremel tool, new. \$15.00

Contact Brian Campopiano
281-218-7948

Upcoming Events

3/26/05 : Alvin RC Big Bird and Flea Market at Alvin field. Contact CD Keith Kimbrough at 281-559-1279 for more information.

4/16-17/05 : Prop Nuts Annual Flea Market and Fly-In, Crosby, TX. Contact Taswell Crowson CD at 281-474-9581 for more information

5/7-8/05 : Float Fly sponsored by Bomber Field Inc., Monaville, TX. Contact Nick Stratos at 281-471-6762 for more information.

6/4-5/05 : Bomber Field War Bird Event, Monaville TX. Contact Nick Stratos at 281-471-6762 for further information.

9/16-18/05 : 17th Annual B-17 Gathering and Scale Big Bird Fly-In, Bomber Field, Monaville TX. Contact Nick CD Stratos at 281-471-6762 for more information.

9/16-18/05 : Houston Heli Fun Fly sponsored by PropNuts RC Club, Crosby TX. Contact Lloyd Sullivan CD at 281-998-3377 for more information.

10/2/05 : Jetero RC Big Bird in Huffman TX. CD is Horrace Cain at 281-399-5627.

10/15/05 : 21st Annual Big Bird Fly-In, New Waverly TX. Contact CD Yale Taylor at 936-760-2654 for more information.

Club Officers

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The R/C Flyer

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The Royal Air Force Red Arrows Aerobatic Team