



The R/C Flyer

Volume 28, Issue 4

April 2004

Next Meeting – April 8, 2004 at Bay Area Community Center – 7:00 PM

March 2004 Meeting Minutes

By: Editor

Minutes from the March meeting are not available so the following inputs come from various attendees.

Herman Burton informed the club that the April (and probably May) meeting of the JSCRC Club will be held in the Bay Area Community Center, directly across NASA Road 1 from the Clear Lake Park building. The doors will open at 6:45 PM. The main parking lot for this community center is to the right of the building, as you approach from NASA Road 1. There is a door on the side of the building facing the parking lot. Club members have been requested to use this side entrance. Do not use the front door - it will not be open. As you enter the side entrance, the first hallway to the right will bring you to the main conference room, where the meeting will be held.

Dave Hoffman pointed out that the March meeting was the 40th anniversary of the club. The first meeting of the then MSCRCC was in March 1964.

James Hornsby (VP) mentioned that the club had been approached by the Clear Lake Baptist Church to see if the club would be interested in a model airplane presence at a kite type event scheduled for May 1st. James will follow-up and get back to the club with specifics.

Herman Burton presented his latest innovation on applying rivets. It's a neat process (see article later in this newsletter).

Ray Randolph gave an interesting presentation of his model airplane accessory business.



Ron Madsen with his new electric bird



Tony Zinn with his Model of the Month winner

Herman Burton volunteered to bring soft drinks and cookies for refreshments at the next meeting.

IMPROVED SAFETY

By: Herman Burton

The membership voted to continue improving safety at the flying site during the business portion of the March monthly meeting. The March newsletter published a drawing of a proposal for fencing, to separate the pilots from the spectators, and the location of physical tie downs to be used to restrain fixed wing aircraft in the pit area. The proposal was accepted by a majority of the members present, by motion, with the following stipulations:

1. The proposal would be submitted to NASA for their review and approval;
2. The proposed layout would be inscribed on the asphalt at the flying site by painting the location on the field with a suitable bright visibility paint; and
3. A sample of the fence posts and fencing would be submitted to NASA for their review and approval.

The proposed fencing will have removable posts. These posts will be inserted into suitable sleeves, permanently mounted flush with the existing pavement. The intent of the proposal is to have the fencing easily removable, with no permanent portions above ground level.

The safety committee volunteered to accomplish #2 and #3 as stated above, after which a club officer will make the appropriate presentation to NASA. After approval, a volunteer group of the membership will initiate construction.

The club's new safety signs have been installed at the flying site. The **RULES AND REGULATIONS** sign briefly condenses the club's bylaws. The **EMERGENCY INFORMATION** sign is the Johnson Space Center's first responder phone number to be used in the event of a medical emergency. **DO NOT CALL 911** – they will only call the space center's first responder number.

Safety is a personal responsibility that affects everyone. Please take the time to read and familiarize yourself with the club's rules and regulations. We have a minimum of rules, which allows for maximum enjoyment of our sport. Our flying field is an AMA sanctioned flying site, and has been in operation for forty - yes, that is f-o-r-t-y - years. With careful attention to safety, as our members have scrupulously adhered to in the past, NASA will allow us

another four decades of unfettered fun to enjoy radio controlled airplane and helicopter flying.

Some Additional Safety Thoughts

By: Editor

I know there has been a lot of discussion concerning safety lately and the last thing I want to do is to create data overload. However the May 2004 issue of Model Aviation has an article by Dave Brown (AMA President) that reinforces the need for the initiatives being undertaken by our club. Every member should read the full article on page 5 but in summary most injuries (and in some cases claims made against the AMA) are caused by modelers starting their engines without any restraint and by models veering off the runway and hitting other flyers or spectators. The AMA strongly recommends the use of an airplane restraint (human or mechanical) during start-up, making all engine adjustments from behind the engine, having a spectator barrier, and providing a 25 foot separation between the pilot boxes and the runway. So the safety committee is not out in left field pushing for the safety improvements they have been recommending. They are right on!

Old Kinsbury Aerodrome, Kingsbury Texas

By: Don White

A few miles down I-10 toward San Antonio lies a treasure beyond belief for aviation nuts. It was raining as we approached the Texas Farm Road 1104 exit, but we took it anyway. A few miles north under a dilapidated old sign lies the Kingsbury Aerodrome.

Be prepared to step back in time because these guys are building and flying WW I airplanes! As you step into the hanger you are greeted by Roger Freeman. You don't know what he is saying because your full attention is directly behind him where a Fokker VII, and a Curtiss Jenny JN-4 sit. All around is a huge assortment of aircraft parts.



Fokker VII

Have you ever been in mental overload? I could not catch my breath. The airplanes and parts are everywhere. Surprise is a total understatement and I can't say enough about the hospitality. Roger showed us everything. They are building a Spad XIII from original drawings. I saw them! He is flying a Bleriot regularly and has a passion for airplanes and everything old. His hanger is a dream come true. A fully equipped library with hundreds of books, pictures, and a grand dog named Sandy.



How would you like to have a shop like this?

Officially the Kingsbury is sponsored by the Vintage Aviation Historical Foundation, dedicated to the preservation, restoration, and reproduction of aircraft and other historical artifacts from the beginning of flight to the early years of WWII. Roger Freeman is the funder. They have a collection of other pre war vehicles, did I say it was raining, well that prevented some of the exploring but I did make it over to the "operations hangar" that had a J-3, Bleriot, Pietenpol Sky Scout, and a Meyers OTW all ready to fly. Well the J-3 had a flat tire.



Curtiss Jenny JN-4

Just beyond is his living quarters. Yep, he lives there in a very nice apartment. Next door is a fully equipped workshop with every tool needed and room to spread out. On the worktable were two fuselages under construction. On the walls were fully completed wings and props for a Fokker DR1! They have a flying SE 5 that I did not see.



Pietenpol Sky Scout

Now here is an opportunity. The Tri City Flyers R/C Club flies at the Aerodrome most every week end and sponsor a WW I Fly-In on May 21-23, 2004. On June 26-27 the 15th annual Piper Cub Fly-In is planned I'll see you there because I don't believe it either!



Meyers OTW (Out to Win!)

easiest color to see what is going on. Like any new technique, peeling the tape off the small circles has a short learning curve, and keeping the “rivets” lined up takes some practice, also. And although the finished product is not truly flush, but sticks up 2-thousandth of an inch, few people will notice.

An airplane in progress was brought to the March JSCRC meeting with the top of the wings finished in flush rivets by the technique described herein. The modeler had applied some 2,500 rivets to his airplane, and stated the time was about 7 to 8 hours.

The cost of the tape strips supplied by the Sign Shop is very reasonable. A finished sheet 12” wide X 20” long, comprised of 1/4” wide strips closely spaced, is about \$15.

For scale realism, this method will provide superior results to most other ways of applying flush rivets, and with a fraction of the time required.

FLUSH RIVETS- A “HOW TO” CONSTRUCTION ARTICLE

By: Herman Burton

There are many features that add to the scale realism of model airplanes. One that is easier than it looks is flush rivets, both on each side of the panel lines, as well as on the intermediate structural support points for attaching the skin to the airframe.

The Sign Shop in League City, located on Highway 3 two blocks north of FM 518, has worked out all the kinks of “flush rivets” for the modeler. Their finished product, developed several years ago for a pilot who was building a giant-scale British Mosquito, is adaptable to many sizes of airplanes. Tammy and Daryl Krugman, the owners of the shop, are willing to work with the model enthusiast to produce the exact size and spacing of flush rivets desired.

Basically, their method is a series of circles cut out of 2-mil thick 3M adhesive backed transfer tape. The circles can be cut as small as 0.05”, and spaced along a straight line at a center to center spacing to suit the customer. Depending on the scale, the spacing might be as small as 3/16”, or larger to fit the specific airplane. The tape is provided in 1/4” wide strips, attached to heavy duty clear tape. Each strip has about 60 rivets, and can be applied in just 20 to 30 seconds. Not a bad time for 60 rivets.

Any color transfer tape can be ordered, and the lighter colors are easier to paint over than black. However, black is the

Upcoming Events

By: Editor

April 3-4, 2004: Houston Hawks LMR Sailplane contest for 610, 612(JS) (O) at Shulman Sod Farm, Houston TX. Contact CD Don Cleveland at 281-852-2450 for more information.

April 3, 2004: Anything Flies Fly-In/Swap Meet, Deer Park, TX. CD is Paul Curry, 281-487-3749.

April 17-18, 2004: Prop Nuts Annual Flea Market and Fly In, Crosby TX. Contact CD Taswell Crowson at 281-474-9531 for more information. Sponsor: Prop-Nuts RC Club.

April 24, 2004: Mini-Reno Race Classic at Jetero club field in Huffman TX. Contact CD Horrace Cain at 281-399-5627. Sponsor Jetero RC Club Inc.

May 1, 2004: Jetero 8th Anniversary Fly-In at club field in Huffman TX. Contact Jim Sterner, CD at 281-360-6147. Sponsor: Jetero R/C.

May 1-2, 2004: Houston World Cup for 330, 331 (JSO). At Scobee, Houston TX. Contact CD Pat Willcox at 281-358-1750 for more information. Sponsor: Jetero RC Club Inc.

May 15, 2004: NWRC Fly-In and Swap Meet sponsored by Northwest Houston RC. Contact Stuart Rush at 281-651-7351 for more information.

May 22, 2004: Bayport Aero Club Annual Warbird Fly-in, Deer Park, TX. Contact Paul Curry at 281-487-3749 for more information.

May 23, 2004: Space City RC Club SCRC Cross Country Meet. Contact Mike Crotts at 713-870-3055.

May 29-30, 2004: Proptwisters sponsored Texas State Championships for 309, 322,323,324, 325, 326, 328,329, 330, 331(JSO) at Scobee Field. Contact Richard Stubblefield at 281-358-3522.

June 4, 2004: DFW Jet Rodeo sponsored by North Dallas RC Club. Contact Greg Pulcini at 972-690-5863.

June 5-6, 2004: Bomber Field War Bird Fly-In, Monaville, TX. Contact Nick Stratos at 281-471-6762.

June 5, 2004: Jetero RC Club Pattern Classic for 401-406(JSO). Contact Ronald Barr at 281-360-6632.

June 12, 2004: Super Float Fly at Lake Palestine TX. Contact Herbie Hobbs CD, at 903-839-2460

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Check out the East Texas Aeromodelers web site
<http://easttexasaeromodelers.com/>

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The R/C Flyer

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