



# *The R/C Flyer*

Volume 28, Issue 9

September 2004

Next Meeting – September 9, 2004, Clear Lake Park Building – 7:00 PM

## **August 2004 Meeting Minutes**

By: Mike Goza, JSCRCC Secretary

The Meeting started at 7:05pm 8/12/2004

### **Old Business:**

Herman Burton will bring out the portable tie downs for aircraft this weekend.

Nothing has been done with the signage for the field.

Grass runway concept was abandoned.

Removal of the radar screens has been requested (again!).

### **New Business:**

There is now a large hole where a yellow box used to be near the canopy. Heavy equipment ran over it and caved the cover in. It is marked with cones and a barricade. Please be careful of it.

JSC has sprayed weed killer on the grass on the paved areas on the radar range. Hopefully the grass will be dead soon. They also used a weed eater on some areas.

Don Fisher volunteered to head up the nomination committee for next year's officers.

It was noted that Mike Liable deserves a pat on the back. For the past 4 years he has created and printed the model of the month plaques that are given out at the meetings.

### **Model of the Month (MOM)**

There was no competition for model of the month this time.

### **Entertainment:**

James Lemon provided the entertainment for this month. He talked about combat flying. James covered 4 different classes of aircraft. Two were built and two were not. The idea is to cut a ribbon trailing behind the aircraft. If you haven't seen it before it can be quite exciting and very hard to do. Thanks James for educating us on combat flying.

Meeting adjourned 8:56pm

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## **Elections coming up!**

If you would like to run for one of the club's officer positions let Don Fisher know. He can be reached at 281-474-4942. Nominations will be accepted through the September meeting and a ballot will be included in the next (October) newsletter and elections held at the October meeting.

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## **Rudder Control (or what to do with your left hand while you're flying)**

*Editor: The following article is from the AMA National Newsletter, June 2004.*

By BOB KARASCIEWICZ  
From Ramblings  
Roxbury Area Model Airplane Club  
Michael Ramsey, Editor  
Flanders NJ

Students typically do little with their left hand while learning to fly. Most of the throttle control is of the on/off type—on for takeoff and flying and off for landing. I'd like to tell you why you should use both controls on the stick. Let's start with a fun maneuver that uses both rudder and throttle. I call it the "tail wag." Start with a nice, high and straight line (as all maneuvers are started) parallel to the runway. Have the throttle set to about half. As you go past yourself (the center), smoothly raise the throttle to full and let the airplane gain speed until it gets to full speed. Now it's past you and going fast. Pull up to vertical and go straight up.

As soon as your airplane is going straight up, start moving the rudder stick side to side. Take roughly a second to do this; don't stop until the airplane slows down and almost stops. At this point, push down elevator and resume level flight. Don't forget to lower the throttle to approximately half and make your turn back. Did you see the tail wag? Wasn't that cool?

Do it again. Each pass do the same thing and have fun. Now you are making the airplane do what you want! You're using the rudder and it's a ball. Let's try something a little more complicated. If you practice these things, using the rudder will be just like using the ailerons. You'll be doing it automatically.

The flat turn, flat turn? How does an airplane turn flat? Everyone knows an airplane has to bank to turn. My instructor told me that when I was just starting out! Relax and everything will be all right. Since you are using the rudder, you can do more things with that beautiful trainer. Let's try one. First establish a nice high and straight line parallel to the runway. As I said before, most maneuvers start that way. Have the throttle set to approximately half again. Just before the airplane gets to the center (right in front of you), raise the throttle to full. The airplane will gain speed. As the airplane gets to the center and is going fast, slowly go to roughly half rudder (this stick movement should take about a full second). Use the rudder to turn the airplane away from the runway. If you're going from left to right, give left rudder. If it's going from right to left, give right rudder.

As you input the rudder, the airplane will start to do two things: roll and yaw (turn). At this point you will give opposite aileron to prevent the bank (roll). If you gave right rudder, give left aileron. If you gave left rudder, give right aileron. Move the aileron stick enough to keep the wings level. Depending on the wind, you will adjust the roll correction by adding or removing aileron input. To reiterate: If you're going left to right at full throttle, give approximately half left rudder, and as the airplane starts to bank, use right aileron to keep the wings level. The airplane will be turning but not banking. You will only see the yaw.

On aerobatic airplanes, when you give rudder, the airplane will do little or no banking. This rolling as you give rudder is called roll coupling, and it has a lot to do with the amount of dihedral in the wing. This is not an aerodynamics column so I will not go into why. Hey, my airplane is turning without banking and I don't know what to do next? Sorry, student!

Let's get you out of the flat turn. When you have turned enough, just let the sticks (meaning both the rudder and aileron) go back to neutral. Please don't just let go of the sticks. That "boing" drives me crazy, not to mention it will quickly wear out your transmitter as it will reduce the accuracy of your stick input. Practice this stuff and while you are practicing using the rudder don't forget to have fun. There is one danger you may run into while doing flat turns. After doing a 90° flat turn, you will no doubt want to do more. That is, you'll want to complete a flat circle. They are really great and very impressive. Do them, but beware. The flat turn is a high drag maneuver. After all, you are forcing the airplane to go sort of sidewise. This causes more drag and speed goes down, causing less lift. Also, there is even less lift because of the sidewise airflow over the wing. Less lift means you could run out of lift. Running out of lift means a stall. Now don't start worrying. You are nice and high, remember. If you do stall, release the rudder and aileron and return them to neutral, maintain full throttle and point the nose down a bit. As you gain speed, give a little up elevator and you will have full control as before.

In all, it's no big deal. Stalling is part of flying. Actually, there is no need to even go that far. With today's trainers you could do full rudder flat turns and multiple circles before you'd ever get into trouble. Okay, now let's get to the really interesting stuff. We're going to combine all you have just learned and do an amazing maneuver that you've seen and admired ever since you started coming to the field.

The stall turn, you know what to do. That's right, high, straight, half throttle and parallel to the runway. As you pass the center of the field, you will go to full throttle and maintain heading at a high rate of speed. When you come to the place where you would normally turn around you will instead give full up. Go up straight, vertically, and at full throttle. After you have gone a few airplane lengths and your airplane has slowed down, lower the throttle to roughly one-third (keep it well above idle). As your airplane slows, give full rudder and after about a second, enough opposite aileron to keep the aircraft from rolling. If you catch it just right, your airplane will turn flat within its own wingspan. Now you will be heading straight down. Release the rudder and aileron, raise the throttle to about half, and when you have gained some speed, return to level flight by giving up elevator.

One of the things that can go wrong is the aircraft flops over on its back or front. Recovery is the same. Most likely you were going too slow before giving the rudder. Input the rudder control sooner or don't throttle down as much. If you still can't catch this maneuver, you may want to talk to your instructor about increasing the throw of the rudder. Many trainers have very little rudder throw.

You may not catch the stall turn with a first try. Try it again! Don't be afraid to go back to one of your instructors and ask for help. This can be a little tricky. You will be able to do this within a couple of tries. If you are using a second airplane for this maneuver, you will probably have less roll coupling with the use of the rudder so be moderate with the use of the aileron corrections. At my club, we invite all soloed pilots to keep coming on training nights. There is plenty to learn after you solo. After all, we (as do most clubs) only require the most rudimentary maneuvers and takeoff and landing to solo. Most of your learning will take place after you solo.

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## 100 MISSIONS OVER KOREA

### COCKPIT EXPLOSION

By Herman Burton

[Printed with the permission of Lt. Col. Richard H. (Dick) Schiebel, retired USAF, from letters he sent home to his parents during his tour of duty in Korea in the spring of 1951. He now lives in Galveston, Texas.]

Mission No. 37 for 1st Lt. Schiebel could easily have been his last, but good luck was riding in the cockpit with him just before Easter Sunday of 1951. He describes the mission in this letter to his folks.

*Easter morning*

*25 March 1951*

*0915*

*I napalmed a house with enemy truck tracks leading into it, and got a gun position on the top of a hill with my other one. Tandy, flying with me, located another gun position & asked me to mark it for him with a short burst of 50s. I go pounding in and make a short burst on it right on top of a hill. I must have hit a rock or something because just as I*

*pulled up over the top of the hill something hit the canopy about 8" from my head on the left side. I ducked and closed my eyes, reflex action, and missed the Plexiglas chips that hit my face. It knocked a hole about 1 1/2" in diameter in the canopy and cracked it in a circle behind my head. Well, just when I had settled down from that event, I made a rocket pass on some boxcars. Just as I punched the rocket tab, I thought an explosion went off in the canopy, with a tremendous roar that startled me. The whole top of the canopy blew off, and the racket was terrific from the air blowing around the new 20" hole above my head! It sounded just like a cannon in my ear. The suction almost ripped my helmet off. We immediately went home. You should have seen the faces on the G.I.s when I taxied by waving at them through the top of the canopy. The public information officer took a picture of me sticking my head and shoulders up through the hole.*

Not all missions find enemy targets to destroy, though, as he describes in his next mission narrative.

*Good Friday I got No. 38. It was a four-ship flight that started out to be a close support mission for the paratroopers that had been dropped that morning. However, the smoke was so thick we could not see a half mile, so we reeked an area that was clear up near Kumsong. We didn't find a thing. In fact, it was the sorriest flight I've been on so far.*

But on mission no. 39, the bad guys are found again.

*Yesterday I got No. 39, and led my first flight. It was a two-ship recky with Tandy. We caught a truck on the road and made 3 passes each at it & left it burning nicely. We hit Kumhwa with rockets and 50s and destroyed 6 buildings, plus one cow. I have a little trouble keeping track of where I am in the air and where the targets are on the map, since I have to report to intelligence what our mission accomplished. But Tandy helped me a little and I got by in good shape. That evening we went to see Jerry Lewis in "At War with the Army". What a sorry show; I walked out part way through.*

*I missed the mission covering the paradrop, but Tandy said it was the most wonderful thing he'd ever seen. They had a field day killing the enemy soldiers who got panicky during the drop & ran out in the open. They caught a bunch sitting beside their trenches watching the drop. General Ridgeway sent a very nice commendatory message to the C.O. of our group saying that it was the best coverage he'd ever seen in his long years of service.*

April in Korea is the beginning of spring, and the warming weather brings many flying critters out into the open. The

North Koreans found out the hard way just how hard



mosquitos can bite, in this letter written to his parents on April Fool's Day.

1 April 1951

Sunday, 1140

Dear Folks:

The weather is socked in here today, & everyone & everything is at a standstill. It is getting warmer daily, & it won't be long before summer really sets in with its heat and dust.

Pop, you asked for an explanation in your last letter. Here goes. A mosquito is usually a T-6 flown by an army pilot with a ground man in the rear seat. Both have strong binoculars with which they can pick out targets for the fighter planes. They are in radio contact with a ground controller who in turn is in contact with the ground forces C.P. The C.P. tells the Ground Controller what trouble they are having like say a pocket of dug in troops on top of a ridge who are holding up the advance of our troops. So, the

G.C. calls the mosquito & tells him about it, & he shows the fighter planes the area by making runs over it, or by firing a smoke rocket, or by calling for a smoke mortar from the ground forces. Then we go in & work the area over with napalm, rockets and 50s. One day, a mosquito was trying to show some Navy F-4Us a couple of trucks hidden under some trees. They wasted their load and never found them. Then the same thing happened with some Marine planes. Finally, the mosquito pilot got a bit P.O.'ed and said, "OK, I'll mark it this time with a smoke rocket!" They only carry 6, & they try to save them. Well, he went in & fired the rocket, and yep! You guessed it! He hit the truck with his smoke rocket & blew it up.

I now have 47 missions, with only 53 more to go. On Monday the 26<sup>th</sup> of March I got No.40. It was a 12-ship flight with our group C.O. Colonel McBride, up near Pyongyang. We had received word that there were trucks & vehicles galore up there, so we went up looking. I found one truck right in the middle of the road. We set it afire in quick order. Usually, the only ones you find on the road are breakdowns or burnouts, but this didn't seem to be either. It was a good truck and burned nicely. We located camouflaged trucks or vehicles in ditches & got 2 to burn. We also napalmed a town and rocketed houses. This was all by our 4-ship flight that I was in. The other flights had

similar luck. One located a switch engine & 4 trucks & had a field day on them. The mission was 3 hours and 40 minutes long. We were really sweating running out of gas before we could land. After getting safely on the ground, I guess I had maybe 15 gallons left. It was dark when we got back, & I almost pranged myself and another pilot on landing. He lost the guy in front of him in the pattern, & when he finally found him he was too close. He therefore made a big pattern and fouled me up, as I was behind him, and now I am too close to him. I thought I had plenty of room, but when I got on the runway the rate of closure was pretty fast, so I decided to go around. I slammed the throttle lever forward, and when the power grabbed, the torque took me right across the runway toward him. I horsed back on the stick, just barely staggered over his plane, and missed his cockpit by only a couple of feet. Luckily, I did not have any armament and precious little gasoline, because with any more weight I would not have cleared his plane. If I had, my 4-blade prop, under full power, would have chewed him up, throwing bloody body parts all over the runway.

Friday the 30<sup>th</sup> of March was looking more and more like Friday the 13<sup>th</sup> for the young pilot, when he describes mechanical problems with his F-51.

*On Friday the 30<sup>th</sup> I took off with 2 others for a 3-ship recky, but something was wrong with my landing gear fairing doors, and they wouldn't come up. I ran the gear through a couple of up and down cycles, trying to get the doors up, but to no avail. Then only one gear would come down. Then the gear handle stuck in the down position & I couldn't get that gear up or the other one down. Well, I tried all the emergency gear lowering tricks I knew, but had no luck. I pulled 4 and 5 G's trying to get it down, but that didn't work either. Finally, I tried pulling out real hard & firing all my 50s at the same time, and that finally did it. The other gear came down so I flew back to base with my gear down & landed okay. I didn't get to go on any other missions the rest of the day, & probably missed out on 3 or 4 nice short ones I could have flown except my plane was in for repairs.*

Now that spring is arriving in Korea, the enemy is beginning to move more and more men plus material to the battlefield. Lt. Schiebel describes his "road cutter" missions.

9 April '51

1130

Sunday

*Most of my recent missions have been road cutters with 500-pound bombs, with a recky tied in after the cut. We have*

*been hitting the roads leading out of Pyongyang. Our flights have been concentrating in the Sing-ye area. What we hope to accomplish, and I think we already have to a great extent, is to make vehicular traffic along these main supply routes as difficult as possible. When 2 of these 500-pounders hit a road correctly, they cut a swath about 12-15 feet deep and about 20-25 feet across. I've gotten some beautiful hits lately, although I missed the road today and pitched both bombs in the river. I'll bet the North Koreans went in & picked up a jillion dead fish after that explosion. Water spouted up about 200 feet.*

*Mission No. 60 was really a dilly. We took off at 1445 with napalm and headed for an area at Hwadong-ni, about 40 miles east of Pyongyang where a previous flight had discovered a rail center with supplies lying out in the open beside the railroad. We had come into intelligence earlier raving about this location, so many special flights were sent up there. When our flight arrived, the smoke was terrific, & most of it was black, indicating oil fires. There were many fires going brightly when we got there, and we had to wait about 30 minutes before we could work into the pattern because of the huge number of aircraft in the area. The supplies were stacked in boxes, forming piles 45-50 feet long & 15 feet wide by 8 feet high. You couldn't miss them. In fact, one time as I turned in a pass, the smoke obscured my view completely. I knew the target was somewhere up ahead, so I just squeezed the trigger and something below exploded! When we left there were about 35 or 40 fires going, and still many supplies untouched. I figure that with the wind blowing as it was that the whole area would go up before morning. It was the best mission I've been on lately. I think the area we strafed and bombed was a marshalling point for supplies from the north and from Pyongyang. Because of our road cutting activities lately, the trucks have been unable to keep up their end of further transportation to the front. Accordingly, the stuff just piles up there. Before we began our cutting missions, as many as 2,000 vehicles would be sighted at night. Lately, the most that have been sighted is maybe 150 vehicles, so it must be our cutting that is causing the hold up.*

So, after a brief two months in Korea and 60 combat missions, nothing in Lt. Schiebel's flying experience had prepared him for the first "ass buster" of his next mission. (To be continued...)

## **Scale Model B-52**

*By: Editor*

Herman Burton led me to this article on a beautiful scale model of a B-52 and its maiden flight. Truly amazing and you must see the video available at [http://www.mcgirt.net/RC/VIDEOS/Giant\\_B52/B52\\_flight2.wmv](http://www.mcgirt.net/RC/VIDEOS/Giant_B52/B52_flight2.wmv)



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## **21 WAYS TO KILL YOUR CLUB**

*Editor: The following was obtained from the AMA national newsletter dated June 2004.*

From Smoke Signals  
Meroke Radio Control Club  
Joe Di Prima, Editor  
Franklin Square NY

*The following list was obtained from a leading national community service organization. We can all learn from it.*

- 1) Don't attend meetings, but if you do, arrive late.
- 2) Be sure to leave before the meeting is over and make sure everyone hears you leave.
- 3) Sit in the back so you can talk with other members during the meeting.

- 4) Never have anything to say at meetings; wait until you get outside, then always be negative.
- 5) After meetings, find fault with club officers and fellow members.
- 6) Hold back your annual dues as long as possible, or better yet, don't pay at all.
- 7) Never accept an office or serve on a committee. It is much easier to criticize than to do.
- 8) When everything else fails, abuse the club's officers.
- 9) Don't bother enlisting new members; let the others do it all.
- 10) At meetings, agree to everything, then go home and do nothing.
- 11) Don't tell the club how its policy can help you, but if it doesn't help you, tell everyone else it's useless.
- 12) Do nothing more than what's necessary, but when other members roll up their sleeves and willingly use their ability

to help matters along, complain that the club is being run by a clique or dictator.

- 13) Talk cooperation but never cooperate.
- 14) Get all that the club has to give but give nothing in return.
- 15) Threaten to leave the club if something isn't the way you want it.
- 16) If you're asked to help, always say you don't have time.
- 17) Never read any mailings or seek information. You might find out what's going on.
- 18) If appointed to a position, never devote any time to it. Let someone else do it all.
- 19) Overlook your own shortcomings and concentrate on what they are not doing.
- 20) Repeat all the unpleasant things about your club to anyone who will listen.
- 21) Always criticize club officers whenever the opportunity arises.

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## **Upcoming Events**

*By: Editor*

9/10-12/2004: Art Watson/Dave Thommason Memorial Fly-In, Crosby TX. Contact CD Charlie Stevens at 713-473-4995. Sponsored by Propnuts RC Club.

9/17-19/2004: 16<sup>th</sup> Annual B-17 Gathering & Big Bird Event, Monaville TX. CD is Nick Stratos at 281-471-6762. Check [www.bomberfieldusa.com](http://www.bomberfieldusa.com)

9/24/2004: Big Bird Fly-In, Huffman TX. CD is Odis Everts at 281-449-9179. Sponsor is Jetero R/C Club.

9/25-26/2004: 20<sup>th</sup> Annual Big Bird Fly-In in Waverly TX. CD is Yale Taylor at 936-760-2654.

10/1-3/2004: Houston Combat Championships for 328, 330(JSO) at Scobee Field. CD is Richard Stubblefield at 281-358-3522. Sponsor is Proptwisters of Houston.

10/16/2004: 20<sup>th</sup> Anniversary Big Bird Fly-In, Deer Park TX. Paul Curry CD, 281-487-3749. Sponsor is Bayport Aero Club.

10/16/2004: Propnuts Heli Fun Fly at club field in Crosby Texas. Contact CD Lloyd Sullivan at 281-998-3377 for more information.

10/23/2004: Elf Louise Charity Fly In at Old Kingsbury Aerodrome, Kingsbury Texas. Contact CD Bob Severance at 210-493-2709 for more information.

10/30/2004: Fall Fly-In, Livingston TX. CD is Mike Muehr, 936-967-0487. Sponsor is A.R.F. RC Club.

## **Club Officers**

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Vice-President	James Hornsby	281-286-2485
Treasurer	Dave Hoffman	281-476-5206
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David Hoffman	281-476-5206	281-479-1945
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Charlie Teixeira

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