



The R/C Flyer

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September, 2014

Next Meeting – September 11th, 2014, Clear Lake Park Building– 7:00 PM



IN THE PITS

by Mike Laible

I hope everyone is doing fine and having a good time flying. If you haven't been to the field, a club meeting, or flying for some time, the fall season is right around the corner with more pleasant temperatures. We have been lucky with some good flying weather lately.

The club has purchased a large blower to help with the clearing of the runway from rocks and water. I was natural on this subject although after today I'm sold – we cleaned all the rocks off the runway in 30 minutes. Not bad. The club purchased a nice storage shed and things should work out nicely. Thanks to everyone that helped on this and especially Bruce Hilty for getting the deal of the century.

Speaking of water, I was looking so forward to flying on Labor Day. Well, wouldn't you know it the field was saturated. Got one flight in on the electric and then hit a huge puddle and that's all she wrote. Then something different happen. You see it was HOTTT and for some reason my glands sweat. Really shouldn't say sweat but flow water (I know TMI). What happen was I was leaning over my transmitter and several huge rivers flowed off me into the on-off switch and main keys

for inputs. Well, if that didn't cut my flying short, or should I say the Tx short. The Tx would not turn on and finally did after drying out. Nothing major happen but lost my day flying with the B-25. I decided to clean the Tx up at home instead of using it.

Well two planes down and onto the third. This one uses a different Tx so I was in luck – NOT. The Rx battery went bad. Wow, three failures and all on the ground. I guess that is what you call disappointing but a good day.

So everyone, check those planes, do your maintenance, and remember it never gets better in the air. It was very tempting to fly the B-25 after the radio started working again, but Cecil kepted my head on straight. Things are good and in one piece and ready for the next day at the field (well, still gotta see if the electric plane dry's out)

Couple of items to watch for at the next meeting,

- 1) next family day fun fly is on October 11th
- 2) 50th anniversary celebration
- 3) Officer Elections
- 4) Swap meet March 21st
- 5) All size Warbird event

As always, Godspeed and safe landings. See ya around the field.

Mike L.

AUGUST MEETING

by Mike Laible and Kent Stromberg

Once again I had to miss the August meeting so I will have to wing the pictures. The first picture is from the April, 1966 MSC News Roundup. I couldn't blow up the pic with Dave Hoffman in it, But it seems Dave was Treasury the year after this, 1967.

With this said, I have reserved the Alamo Ballroom for our 50th anniversary celebration this December. So let's get the word out and I think it is appropriate to open this up to past members also.



The next pic is Cecil receiving his Model of the Month - - -again!!! Cecil is pumping out those foamies. Thanks to Don for picking up the picture and mounting it in the frame.

The next two pics are Tim White with his Exhila 3-D. I looked this up on the internet and this is a Jason Shulman design. Wow, wish I could have seen it in person. That's a lot of plane Tim!!



Next up is Bruce Hilty's ERATIX. It seems this is a Horizon Hobbyt E-flite electric. Another nice looking plane and looks to be a nice flyer, capable of anything you want to do.



He does a fine job of weathering the planes.

Well that is all for the August meeting. God willing I will be at the September meeting.

MINUTES

Minutes 8/14/2014

Old Business:

- No one has talked to rocket club no report
- Fan. Apparently the fan only has one speed high
- Fitz said Fly in at Ellington was a success until he ran out of u-control planes and one wire snapped. A number of children were able to fly with Fitz's help.
- Center ops has put in a request to resurface runway

New Business:

- Discussion of blower for runway. A good one is about \$1300.00. A home depot blower was in the \$300 to \$400 range. It was agreed Bruce would buy a home Depot model and if it does not suit our needs he would return it. If it worked correctly we would reimburse him.
- It was suggested that if we want the good one maybe we could make voluntary contributions to defray the cost to the club. Hank Ramm offered to make matching



Now for Cecil's Mustang. He had to get a larger van to carry his herd of mustangs. I guess he likes Mustangs.



contributions up to \$75.00 but no action was taken.

- Motion to buy Home Depot model was made and passed by majority
- Discussion of new order for Magellan style shirts. Need at least a dozen to make order.
- Model of the month P-51 D model mustang.

AUGUST MOM



Cecil Sorrels and his P-51. I guess we will need to come up with a maximum MOM for the year.

WHATS UP AROUND THE CLUB

by Michael Laible and James Lemon

This section is devoted to what is going on. So lets look through the digitals you guys have and send them in for the rest of the club to enjoy.

This month we have several snap shots from James Lemon. If you know James you know he travels around with his big SLR camera. James captures some nice pictures and hopefully these pictures are just the beginning.

First up are a couple of F4 Phantoms. These two are Russell Shanks and Cecil Sorrels. I believe Cecil's is the camo. Now all we need to do is paint Jerry's mug in one of these.



Ahh, the wonderful world of foammies. A nice 30-40 degree angle of attack.



This one is one of my favorite all time airplanes. I have three views and beginning plans of an 80" model of the Hawker Tempest that I drew up at least ten years ago. It was a workhorse of WWII, the grown up of the Hurricane. This one is Russell Shanks on a fly by.



These next two are my Balsa USA SPAD XIII. Why I included these pics is because you can see the added flying wires. Just a small touch added so much. She will make a showing at Bomber Field this year.



OK, come on, take a guess, who could these Mustangs belong to!! Can you say P-Cecil-51. Yep, Cecil Sorrels and is herd of Mustangs.



He even had to add in a B model.



They really do look nice in the air and on the ground.

Ok, way to go guys. Got some good pics and just sharing in the fun. Remember, be safe, put your thinking cap on, and always be aware of your surroundings.

Till next time, Mike
Photos by James



FIRST PERSON VIEW

by Russell Shanks

I recently presented my RC-Logger One-Eye Xtreme quad copter at our June monthly meeting. I thought I would follow up with information about FPV which appears to be taking the industry by storm. The whole idea

is to have an immersive rc experience which can let you fly at the extreme envelope of line of sight or beyond line of sight.

FPV is comprised of a video camera, a video transmitter, a transmitting antenna, and a battery on the flying side of FPV (the plane, the quad copter, etc.). On the receiving side of FPV there is a receiving antenna, a video player, a battery, and a video receiver. The video player can be a laptop, a dedicated video screen, or video goggles that you wear (like the ones I brought to the meeting).



Left is the total hardware package for the transmission side of the FPV. It has the camera, the transmitter, the antenna, and the power board altogether. The best part is you can take it out of one plane, heli, copter and put it in another one very easily.

One of the major players in the FPV market is [FatShark](#). If you click on the link you will see my system. It includes everything but the external flying side battery. This was an election to use an external battery (2 cell 180 mah lipo) on my quad. You can use your own plane's battery (if you have an electric plane or quad) by just plugging the balancing lead into the FatShark power board. But my little quad uses such a small battery that I didn't want to do that. I did try it out in my T-28 and it connected to my 3 cell battery balance lead just fine.

The receiver, antenna, and all of the circuitry is located inside the Predator 2 goggles shown here.



Antenna is not shown but is included with package.

It's run on 5.8 Ghz so that it doesn't interfere with the 2.4 Ghz transmission band of most modern transmitters.

I have only flown FPV at JSC with a spotter with binoculars at all times (Thanks Cecil!) in case of a sudden crash or in case of a "flyaway". As far as I know that is the only required safety protocol at our field.

There is debate on when one should have a HAM license to operate FPV since it is outside normal aircraft frequencies. It seems to have to do with power transmission and how far the craft is flown. It seems pretty clear that anything over 100mw has to have a HAM license in the U.S. but there are exceptions that talk about anything up to 250mw is safe. Probably better safe than sorry. It's only \$15 to get one and all of the study materials are free on the Internet.

Here is a link to a flight of my quad at JSC using a keychain camera but it comes very close (not quite as good) to the resolution of the FatShark Predator 2 goggles.
<https://www.youtube.com/watch?v=rAn8KSXWknw&feature=youtu.be&list=UUCCEkyiUe0Qt1romO0C2kAQ>

Horizon Hobby/Spektrum has also come out with a turnkey solution to FPV on their planes. This is a very instructive introduction to FPV.
http://www.horizonhobby.com/content/storefronts/render-fpv?utm_source=FPVCampaign&utm_medium=Homepage&utm_content=Glamour+1&utm_campaign=HH+Merchandising

Always fly two mistakes high!

Dave Hoffman



PILOTS, MAN YOUR PLANES!—MSC Radio Control Club members once a month meet to discuss the latest in radio control gear, super-duper fuels, and to swap lies about the performance of their airplanes. Left to right are Tim Brown, Bill McCarty, Tom Parry, Bob Tracy, Marian Kitchens, Skipper Steffens, Charles Palermo, Dave Hoffman, John Kiker, Tom McPherson, Dave Clark and Harold Steffens.

Flyers Keep Their Feet on Ground While Directing Airplanes in Flight

Every Tuesday after work a group of 20 MSC employees get together to fly airplanes. The airplanes do all the flying while their owners keep their feet on

the ground, for the group is the MSC Radio Control Club, most recent among clubs to be sanctioned by the MSC Employee Activities Association.

The Club holds its combined business and program meeting the first Tuesday each month, but the remaining Tuesdays are spent in "fly-together" sessions in which members gather after work to demonstrate their aircraft and radio gear.

The Club's "airfield" is the open area to the west of the IESD Anechoic Chamber in Building 14. Through a Club field manager, self-imposed operating rules are observed by the Club members to insure safety in the flying area and to lessen confusion.

Each earthbound pilot must have a valid FCC

John Kiker



Upcoming Events

Sept 18-20 B-17 Monaville
Sept 27-28 District VIII Celebration
Oct 10-11 Warbirds over Space City
Oct 16-18 Jetoberfest Bomber Field
Oct 18 Prop nuts Fly in
Oct 24 Bomber Field Free Style
Oct 24-25 Southeast Warbirds

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The R/C Flyer

Articles and Want Ads may be submitted to the Editor, MikeLaible at mrlaible@sbcglobal.net

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Club Homepage

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ITEMS OF INTEREST

Supported Special Interest Groups:

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