



SPACE CITY CRASH

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**** MAY 2004 ISSUE****

WORK PARTY SATURDAY **MAY 1, 2004!**

Yes, it's time for our spring work party day – put on some work clothes and gather up those tools and head for the field. The more hands we have the quicker the work will go and the quicker the work goes the more time we have for flying and fun. Club foots the bill for lunch for workers. Later in this newsletter our el' Presidente specifies specific tool needs. General repair and painting will be the order of the day.

MEETING ANOUNCEMENT! **Sunday, May 2**

The next meeting will be held at the SCRC field in Katy at 2pm on Sunday, May 2. This will be a flying meeting with an open house for guests – anyone with an AMA card is welcome to join us for the

day. There will be a fun fly afterwards directed by Bob Casson. Look forward to seeing you there!

SCRC CROSS-COUNTRY FLY-IN **SUNDAY MAY 23**

- Come join the fun! This is one of the most unique events in all of RC – any pilot who can take off and land can participate!
- ENTRY FEE for the Cross Country is \$25.00 per team
- REGISTRATION for the Cross Country at 7:30 AM; First flight at 8:30 AM sharp
- All day flying – fly what-you-brung! At the completion of the Cross Country our field will host an open house for anyone with an AMA card. Our R/C Truck Race Track will be available too! Bring your friends and neighbors and let's make a day of it!
- Lunch will be served at the conclusion of the Cross Country – plates will be \$5.00.

The Cross Country is a 3-leg, timed event with the flight time for each leg, takeoff to landing, being recorded and totaled. It is not a speed event! The time is compared to the CD's official course time (kept secret until the meet is over). This time is determined by Cross-Country officials driving at the posted speed limit between each field. The team closest to the

official time (over or under) wins! Only time in the air is counted and the aircraft must be flown out of and landed on the runway at each field. There will be ample time for recharging and refueling (and repairs if necessary) between legs. Maps will be distributed at registration.

Requirements:

Minimum of 45 minutes of fuel on board and 45 minutes of battery (both TX and RX!) per leg. AMA Card (must be shown at Registration) for all pilots. Driver must have valid drivers license and current automobile insurance. Unsecured chairs in the back of pick-ups will not be allowed! All aircraft will be flown in a safe manner, away from power lines and other vehicles on the road. ANY DEVIATION from these rules will result in disqualification. Teams will consist of at least 3-members. If you can, bring extra crystals in case of frequency conflict. Hints: Pick-ups, convertibles, vehicles with sunroofs, motorcycles with side cars, anything that offers a clear view of the sky will work. Planes that will do 65 mph into a 15 mph head wind, more than one pilot, excellent running engine, goggles, a good map reader/navigator, co-ordination of flying/driving and larger teams (four or more) are all elements that make teams successful.

I have heard from members and others that plan on attending this year and am looking forward to having a large number of teams this year. Jerry Holder and the Richard Jones Express team have indicated they will return to defend their title.

From the Prez

Hello fellow pilots! On May 1st we have the annual work party. The Cross Country event will take place on Sunday May 23. Please help out if you can. Your participation is greatly needed and appreciated. On June 12th we will be putting on a display of our favorite models as well as a flying demonstration at the Bass Pro Shop in Katy. If you are interested in participating please let me know. My phone number is 281 830 8473 or e-mail dickshobby@ev1.net. As far as the work party goes we have some general repair to the fence line, some painting, and a little fence

construction. Anyone who attends should bring some work gloves; hand tools (hammers, shovels, and such). A spare wheel barrow or 2 would be nice. If anyone has access to a gasoline auger for post holes please let me know before April 29th, otherwise we will need to rent one. Lunch will be served to all who help out. A reminder to all members, the field will be closed to all flying while the work party is in progress. This applies to Sunday as well if all of our tasks are not completed on Saturday. Thanks ahead of time to all. By the way, we have several new members of late, try to make them feel at home and offer a hand if they look like they might need it. Especially important is to correct newcomers (and old) of any rule violations. Try to be diplomatic! Safety is a priority at the field, so don't take it lightly. And lastly, if anyone knows the whereabouts of the clubs chain saw, we would really appreciate it being returned.

Thanks again,
Dick Davidson

Aviations OOPS of the Month



NORFOLK, VA -- One of the military's largest transports was stuck on a runway atop the I-564 overpass for more than 16 hours today, unable to turn around at the west end of Chambers Field at the Norfolk Naval Station. The incident, starting about 1 a.m., forced the closing of the field for most of the day to all but helicopter traffic and made for a dramatic sight to hundreds of motorists passing beneath it during the morning rush hour. The aircraft's nose was so far over the end of the ramp, the crew was unable to see the runway where it was supposed to turn around.

The pilot stopped the aircraft and prevented it from running off the ramp. They also stated that it was too tight a turn to turn the aircraft around. The Air Force C-5 Galaxy, largest airplane in the free world, is almost as long as a football field and as high as a six-story building. At 420 tons with a full load, it uses a system of 28 wheels to distribute its weight. The aircraft spent most of the day waiting for a specially made tow bar to be trucked to the base from Dover, Del. The tow bar arrived about noon and was used to hook the C-5 to a tractor so the aircraft could be turned around. The plane was moved off the runway by 4:30 p.m., No one was hurt, and the plane was not damaged.

Ever Have Trouble With Spray Paint Can Clogs?

How often have you picked up a can of spray paint to do some touch-up and discovered that the only thing you could get out of is was a feeble sputter? Probably quite a number of times. Over a period of years it has happened to me a lot, but I always seemed to rationalize that it was an old can of relatively cheap paint, so what the heck!

A year or so ago, I had to special order a can of spray paint to match the Ultracote covering I was putting on my new plane. I did so grudgingly because this stuff cost me \$11.00 for just one can and I only used it to paint the cowling and wheel pants. After I finished, 90% of the paint was left.

As is usual with new planes, it eventually became "field worn" and needed some touch up. I got out that expensive can of paint to spruce up the scuffed cowling, shook the can real well and was greeted with an anemic dribble of paint out of the nozzle! Needless to say, I was steamed! Eleven bucks down the drain!

The more I thought about it, the more exasperated I got, and finally ended up writing a caustic letter to the manufacturer stating that the least they could do would be to figure out a way for the customer to clear out a clogged spray can (they admonish you in the instructions NOT to stick pins in the nozzle). To my surprise, I received a nice and informative letter from the

manufacturer (in this case, Chevron Hobby Products) explaining just how to go about clearing a clog in the feed tube of the spray can! I followed their directions and by golly, they worked! I'll pass the instructions on so perhaps others may benefit.

1. Pound a small nail (2d or smaller) through a board so that the nail protrudes about a half inch on the other side of the board.
2. Remove the spray button from the spray can, then place the top of the can over the nail exactly where the spray button would go. The can is now inverted with the spray valve resting on the nail.
3. Wrap a rag around the top of the can so it is pretty well sealed around the board. This is to prevent paint from spraying out all over the place.
4. While tightly holding the rag around the can, push the can down on the nail several times and any undispersed pigment should clear out and hopefully be contained by the rag.

This technique will work only if the undispersed pigment is at the top end of the pick-up tube at the spray button end. It may not be successful if the clog is at the bottom of the pick up tube.

From the Editors Desk: Safety and More Safety

Recently received an email from our AMA District VIII President concerning a new amendment passed by the AMA at the last council meeting. The amendment calls for all sanctioned clubs to appoint a Safety Officer. The word is that there are just too many preventable accidents in our hobby. So far the only requirement that I have seen for this position is that he have access to email. This will be a topic for discussion at the next meeting. Although we have a good safety record at SCRC there is always room for improvement.

The other safety item I want to mention is one of the newest sensations in RC – the proliferation of Li-Poly batteries. Most everyone is aware of

these wonders – incredibly light weight and small in size they are a great alternative to the much heavier Ni-Cads and Nickel-Metal Hydrides. The popularity of these new battery types is starting to really catch on. It is more important than ever to note that, while the popularity of Lithium Polymer battery use is increasing, this type of battery is not for the casual or inexperienced hobbist. Even experienced Lithium Polymer users have made mistakes and caused battery fires, and in some cases, no operator error was made at all, but an undetected battery problem has caused battery fires. It is very important for a solid safety process, both active and passive, to exist within the mind and practices of every participant in this technology. Active safety processes could include proper technique, self-education, care and use of the battery both in normal and post damage scenarios. Passive safety processes could include charging the packs in a non-flammable area, having a fire extinguisher and gloves handy in case the unforeseen event occurs. Li-Poly cells become hot when discharged, and if are discharged too deeply the metal can ignite. I have seen recommendations that if you accidentally short the leads on one of the cells, even for just a second, that the pack should be placed somewhere fireproof and observed for 15 minutes. This holds true too of any airplane that crashes with a Li-Poly batteries on board. In researching this subject for the newsletter I found many great sources of information on the safe “care and feeding” of these wonderful inventions. For those of you who are using these batteries or contemplating using them please research issues and concerns.

**REMEMBER - SAFE FLYING IS
NO ACCIDENT!!!!**

How Fast Does It Fly?

One of the first questions asked of us by non-modelers! And one for which we seldom have any accurate answer, unless we have access to a friendly cop with a radar gun.

Actually, a lot of us, perhaps secretly, would like to know (just for grins) how fast our planes DO

fly. Aside from that radar gun, there are ways to find out; the most obvious is to set up a timed run over a known distance. But that's a lot of trouble.

Without too much trouble, though, we can get a pretty good estimate by knowing our engine rpm and the pitch of our prop. Naturally we can tach the rpm on the deck—but knowing how much extra rpm we pick up in the air is part of the estimating process. It will all depend on your engine, the prop, and how slick your airplane is. If you assume you'll gain 1000 rpm, 2000 if your plane is pretty fast, that will put you in the ballpark.

Let's take an example: a relatively medium-drag airplane, powered by a .40 which tachs a 10 x 6 prop at 13000 rpm on the ground, and we'll assume 14000 at speed. The 6" pitch means that at best (a perfect prop!) The plane will go 6" for every revolution—that's half a foot. 14000 rpm is [14000/60=] 233 RPS (revs per second)—multiply that by .5 feet per rev, and we get 116 feet per second. Converting to miles per hour ($60 \text{ mph} = 88 \text{ fps}$), we have $116 \times 60/88 = 79 \text{ mph}$.

A similar, but slicker plane turns a 9 x 7 at 13500 rpm—assuming 2000 rpm pick up at high speed, we get: $15500/60 = 258 \text{ rps}$, $\times 7/12 \text{ ft/rev} = 150 \text{ ft/sec}$. Converting to mph, $150 \times 60/88 = 102 \text{ mph}$.

In the past, we would have taken off about 10% for prop slippage at this point—after all, no prop can be perfect. But use of inflight data systems has shown that top speeds are closer to the calculated figures than initially thought. This is because most props, using cambered airfoils, still have a positive angle of attack, and thus develop thrust, at their nominal pitch speed. Thus, a 7" pitch prop may have to go up to a 7-1/2 or 8 inches per rev before thrust falls to zero. Note that the internal timing of most sport engines is such that they don't produce much usable power above 16-17 thousand rpm. So, beware of claims of well over 100 mph with a non-racing plane, unpiped sport engine, and a sport prop!

Perhaps possible—but highly unlikely!

Laughter Is Lighter Than Air

Law of Probability Dispersal: whatever it is that hits the fan will not be evenly distributed.

Never express yourself more clearly than you are able to think.

—Neils Bohr

On the other hand, you have different fingers.

"Never explain. Your friends do not need it and your enemies will not believe you anyway.

—Ebert Hubbard

The quality of your landings is inversely proportional to the number of people watching you!

He who laughs last, thinks slowest!

Facts of Life

1. The two most common elements in the universe are hydrogen and stupidity.
2. If at first you don't succeed, skydiving is not for you.
3. Money can't buy happiness, but it sure makes misery easier to live with.
4. Deja Moo: the feeling that you've heard this bull before.
5. It has recently been discovered that research causes cancer in rats.
6. If you are given an open-book exam, you will forget your book. Corollary: If you are given a take-home test, you will forget where you live.
7. The trouble with doing something right the first time is that nobody appreciates how difficult it was.
8. Paul's law: You can't fall off the floor.
9. Clothes make a man. Naked people have little or no influence on society.

Pilot Talk

Airline Captain (on a PA explaining a delay: "Sorry folks, but our landing has been delayed by a mechanical failure. The automatic machine that beats up and loses your luggage is not functioning properly and we'll have to wait for repairs."

Pilot: "Folks we have reached our cruising altitude now, so I am going to switch the seat belt sign off. Feel free to move about as you wish, but please stay inside the airplane until we land ... it's a bit cold outside and if you walk on the wings it affects the flight pattern."

Meeting Dates and Locations:

May 2 nd	(at the Field)
June 6 th	(at the Field)
July 9 th	(at the Katy Elks Club)
Aug 1 st	(at the Field)
Sep 12 th	(at the Field)
Oct 1 st	(at the Katy Elks Club)
Nov 7 th	(at the Field)
Dec 3 rd	(to be announced)

From the Editor's Desk: **Final Turn**

Well my dear modeling friends that's all for this time. Spring is here and the weather has been hit and miss with wind and rain. Ever notice it always seems to rain on Saturdays? The University of Arizona did a study that showed it rains on Saturdays 25% more than other days. The day with the least rain? Mondays, of course!

Keep your nose down and your airspeed up!

Until next time – Mike