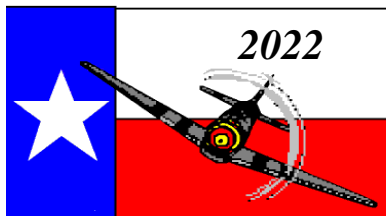


BAYOU CITY FLYERS

Published: 2819 Feather Glen Ct; Katy, TX. 77494

April 2022



NOTAM

• Presidents Corner:

How Bayou City Flyers is Improving Safety

On March 12th, seven BCF members completed a First Aid/CPR/AED course, and I want to commend those who took the time to do this: Jerry Wilson, George Lumpkins, John Haskell, Jessica Haskell, Jack Raymer, Mark Turner, and yours truly.

This class was offered by the American Red Cross, through an AMA discount program. It is an excellent class, which includes training from treating minor wounds to treating severe wounds. We also spent a lot of time learning how to use the Automatic External Defibrillator (AED) and performing CPR. The purpose of this class was not to make us into EMS providers. It was to prepare us for what needs to be done in case of an emergency, and while waiting on EMS to arrive. Reviving a heart that has stopped beating or controlling bleeding can make the difference between life and death.

Why would BCF offer this class? I strongly believe that safety should be a top priority for our club. Think about it: The average age of our membership is around 60, and most of us are not in the best shape. We also spend a lot of time in an environment where cuts and heat-related injuries are highly probable. The bottom line is BCF should be a club that is prepared to respond to emergencies, should they occur.

Even if you have never had first-aid training, here are some things to keep in mind if you encounter someone with an injury at Scobee Field:

If someone has what looks like a severe injury (unconscious or bleeding badly), call 9-1-1. (If you are not sure if it is severe, call 9-1-1. If the 9-1-1 operator ask for the address of the clubhouse, it is posted on the building near the front door. (Also tell them we are just west of the shooting range.)

Be aware that we have a well-stocked first aid cabinet on the south wall inside the clubhouse. In addition, we have bandage kit on the top of the first-aid cabinet. We also have an AED unit next to the first-aid cabinet.

If someone is injured and you don't have the skills to help them, call out to the other flyers for help. One of the above mentioned 7 should be at the field and hopefully more of us will take the class in the future.

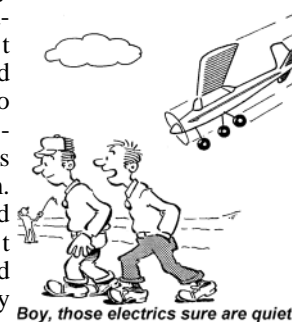
If someone seem to be over-heated or having any heat related problems, get him or her inside the clubhouse and try to cool them with a wet cloth. Give them water. Again, if they are having severe symptoms, call 9-1-1

The most important advice is to do everything possible to keep you and others safe: this includes being attentive to safety precautions when starting an engine or electric motor; being mindful of how you handle all batteries; following safety protocol while taking off, landing and flying; It also includes being aware of the environment in which we fly, wearing the proper clothing, and staying hydrated in hot weather.....Max



Bayou City Flyers : Safety First

Well the weather is getting better by the day and the field is becoming a little more populated!!! Its time to get out and fly. But don't forget as the field becomes more crowded you will need to pay a little more attention to what is going on around you. Don't get distracted, Don't become complacent! Dangers are all around you even if you don't see them. This is where the rest of us can lend a hand and keep an eye out for those who aren't keeping an eye out!!!! It only takes a second to prevent an accident — but the recovery process can take much longer! Lets make sure everyone goes home safe and unharmed!!



At the recent meeting the following Safety Topics were brought up and bear mentioning:

1. A Safety Officer advised that the observed drone flight outside of the Scobee fence. He approached the operator and checked if they had AMA. They did so he inquired why they were not flying inside the fence. They told him that the pilots who were flying from the Helicopter/Rotor Flight Station had told them that since it was being used they would have to fly outside the fence. It should be noted that **NO One** has authority to approve flight in a NO-FLY Zone. It should also go without saying that in a public park facility, no one can monopolize a flight station, they must be shared on a timely first come first serve basis.
2. It was pointed out that the First Aid Kit, located in side the clubhouse on the southern wall has been restocked. If anyone needs to use the kit, please inform a club officer so the items can be replaced.
3. A Safety Officer reported on a recent accident at another site where a man started up a gas engine plane while the plane was not adequately secured. The plane jumped forward and the man put out his hand to stop it and his hand went into the prop. The result was lost fingers! Before starting up any prop plane be certain the model is properly secured.
4. Since the meeting I know of two incidents, One involved a guy trying to start a glow engine by flipping the prop with his finger. The glove he was wearing was not enough. The second involves a trail of blood from the electric arming table back to the covered pit area. No details on what this one was.

Lets Focus on being Safe!!!!!!!!!!

Club News

1. Officer At Large:

Bayou City Flyers RC Club welcomes Corey Johnson as our new Officer at Large. With the passing of Ron Mers who had held this position the board has appointed Corey. Corey's expertise in RC has been an important part of our success over the years as an event CD and experienced voice in club operations. He is key to various events such as the Round Top Event, and has updated the flight simulator in the club house with an improved graphics version of Scobee Field.



2. Max the Club President has advised that the club is considering a field memorial to recently passed member Ron Mers. One suggestion is a first-class US Flag Pole be erected with a small plaque remembering Ron
3. The Officer at Large addressed the members to advise that he and John Keller have been asked by Ron's family to dispose of the very large collection of R/C Models and Engines that Ron owned. Members can contact Corey Johnson or John Keller if they have any interest in purchasing some of the items. Proceeds from the sale will be given to Bayou City Flyers and Space City R/C as per Ron's request.
4. Club Secretary also advised that he had received a donation to the club of 5 gas engines from former member George Nelson. These appear to be in like new condition and are in twin and single cylinder configurations. They will be offered for sale at the next swap meet.

Club Shirts:

We have the new shirts and hats for sale. (Sizes range from large to 4XL.)

T-shirts (Grey) are \$15, Polo Shirts (Yellow & White) are \$20, and Hats (Blue & White) are \$15.

These are available at the field — contact the club officers for purchase.



BCF March Swap Meet

Well the March 26 Swap Meet went off without a hitch! The weather was absolutely gorgeous! The turn out was great and deals were in abundance. If you can't find what you are looking for or need, you just ain't looking hard enough! If you haven't been to a Swap Meet, I encourage you to come out to one. The next one at Scobee Field is scheduled for July 9th. See You There!



LIPO Battery Myth/Facts

Thoughts for Lipo Battery Performance

By Twinman

This personal opinion will be supplemented in future BCF newsletters with additional personal testing.

It is not intended to cover all aspects of lipo care and handling. That is up to the individual modeler.

C rating.

Theoretically it is a figure we can use to judge safe maximum discharge rate of our batteries.

Theoretical Example....other factors can play into this discussion 2200 mAh 20c battery can safely discharge up to 44 Amps...20c x battery capacity in Watt Hours

So in theory a 2200 mAh 60c battery could discharge 120 amps.

In theory, the higher the C rating, the better (meaning more stable power output) the battery can/should perform under load.

All is good.....right????

NO!!!

The truth is that there is NO standard for testing actual C rating **NONE!**

C rating on our batteries is set by the manufacturer and is pretty much how gutsy that manufacture wants to be with his advertising.

Our brushless motors are rated by RPM/Volt. KEEP THIS IN MIND.

Example: an 800 Kv motor on four cells and no load will theoretically turn at $800 \times 14.7 = 11,700$ **UNDER NO LOAD**. This assumes the motor actually turns at 800Kv, there is some variations by manufacturer but they are reasonably close. As the load, in our case propeller, adds resistance to the turning motor, and therefore begins to slow down the assigned RPM, the ESC (Electronic Speed Control) responds by increasing the amperage to the motor. This increases the demand on our batteries to provide that amperage to maintain peak motor/propeller rpm and therefore our plane's, performance.

IF the battery you are using cannot supply demanded amperage, the voltage will sag, with a resultant loss of RPM.

Example.

Given a known airplane, motor, and strong (5000mah) large 4 cell 65c batteries, fully balanced charged to 4.2 volts per cell, we can see 56 amp draw at 4.0 volts/cell loaded. This should theoretically yield $4.0 \times 4 \times 800 = 12,800$ RPM

Recently someone was nice enough to leave four new looking NOT PUFFED, Turnigy 2650 mAh, four cell batteries at 30-40 C rating (Never trust a multiple C rating). One of the batteries was balance charged to a shut off of 4.20 volts. All cells balanced at final charge. Sounded great.

That battery under load, in the same above plane, pulled the cells down, reasonably even to 3.23 volts INSTANTLY. Amp draw 32, dropping to 22amps in 30 seconds. Voltage down to 3.0 in 30 seconds. $800 \times 3.23 \times 4 = 10,330$ RPM a 20% drop in motor performance and falling.

My opinion, the batteries looked good, with well-known name and basically are JUNK.

As a general rule, balanced cells at 4.20 volts when the charger shuts down does NOT necessarily indicate a good battery. What happens to the individual cells voltage under LOAD does.

One way to actually find out performance, of what you believe is a good battery, is to go to the test station behind the clubhouse, and install a volt meter to the balance connector, install an amp meter, and run the motor/ prop combination to full power. If all the cells come down evenly, say 1/2 volt or more, and are steady falling, the battery cannot provide enough amperage for your combination either through overload or a poor (cheap) battery. Retest full load condition using another brand battery for comparison. You will note that as the voltage drops so does the amperage, and so does the performance.

If this cell voltage test shows a single or multiple cell, underload, with voltage say 1/2 volt or more below the other cells, then performance will suffer as will reliability of the battery. You should start to think about an overloaded cell getting hot and a fire forth coming.

Recently, on one of my creations, I felt it was not performing adequately, even with new 2200mah batteries. Bigger batteries will not fit the plane.

Batteries were three cell batteries, freshly charged. The motor prop combination I am using can draw 40 amps. Yes, a heavy load (More testing will be forth coming before the next newsletter with amperage and voltage.)

The initial results were surprising.

SMC 2200 mAh, 40c under full load.....38 amps

Venom FLY 2800 mAh, 30c which should have had better output due to size.....28 amps

Onyx 3200 mAh, 40c which should have had even better output due to size.....32 amps

China Hobby Line 2200 mAh, 50c.....32 amps.

The only way the amp draw fell that low, was low voltage. More testing coming.

Guess which battery will allow the plane to climb at a 45 degree angle?

Additionally, I did test the SMC 2200 on a buddy's plane that is less demanding for full power.

Result was 22 amps SMC and 20 amps for his battery. So the less demanding your requirement, the less the benefit or requirement for a high performance battery pack. Note, we do interchange batteries to different planes and applications and a battery that fly's good in one plane might not fly as well in another.

I generally service the battery water bucket around once a month. Just an observation but, HRB and Zippy Compact make up approximately 40+% of all batteries puffed and discarded.

You should always balance charge you batteries to keep the charge of the individual cells the same. Balance charging can add 20% capacity to a batteries full charge. During balance charging, any one cell that does not balance with the others is a sign of trouble.

The old saying is buyer beware or you get what you pay for.

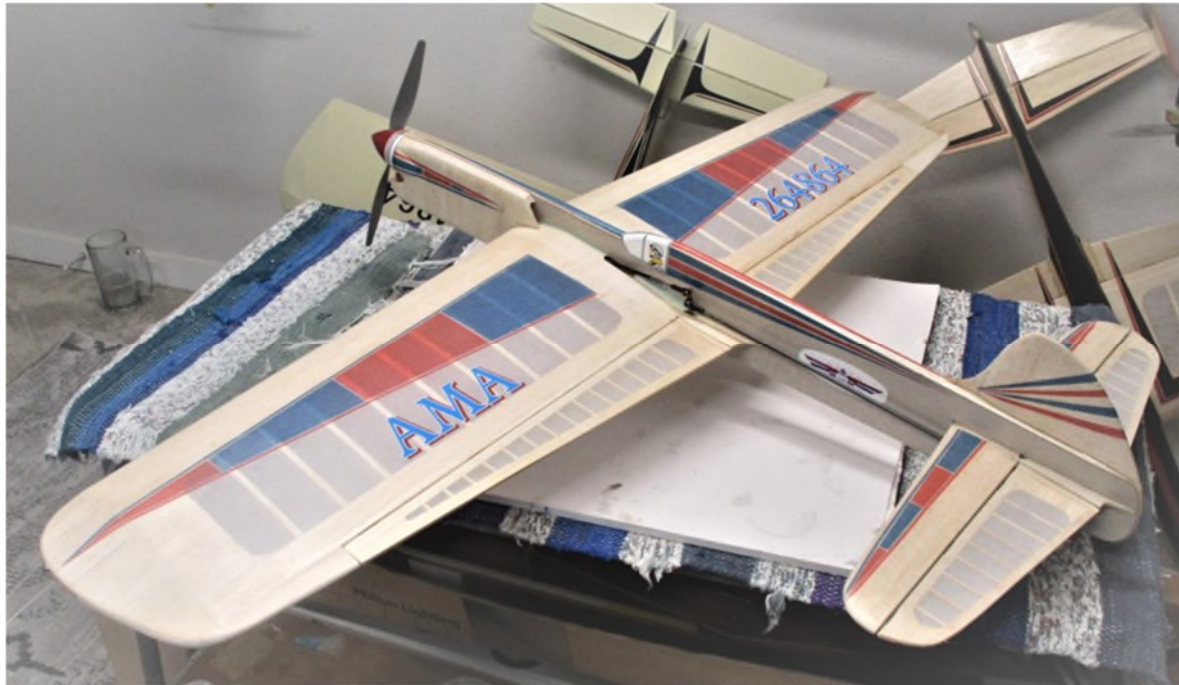
There is a very good discussion of battery under load comparisons on RC Groups.

<https://www.rcgroups.com/forums/showthread.php?1767093-Battery-Load-Test-Comparisons>

One of the RC Group comparison charts. (Next Page)

Control Line Circle !! By Mark Troutman

Here is my latest stunt model. I finally got back to building after two months of selling the big collection. This is a electric powered profile stunter with all the toys to adjust to make it competitive. Its Silkspan covered and trimmed in Jap tissue to keep it very light. Lots of cutting and fitting little pieces of tissue. Nitrate dope used through out. Cobra 2820/12 up front with a Castle lite 50 esc



Gotta Know Joe!

With the Hobby Shops of old falling victim to online shopping, I thought I would highlight a few of the shops that are left in our area. Each issue will highlight one! This issue is "Gotta Know Joe"!

A HOBBY SHOP LIKE WE USED TO HAVE.

I was forced to quit my job a few years back when both my parents fell ill at the same time. This little shop was born due to this new life situation.

I love to see the expression on people's face the 1st time they visit. You will never see everything in just one visit. I wanted to recreate the shops I went to as a kid. Most of our business is online but we do have friends come over for a visit. So call us up and become one of our new friends.

<https://www.gottaknowjoe.com/>

<https://www.facebook.com/Gottaknowjoe>

<http://stores.ebay.com/gottaknowjoehobbies>

Airplanes new and used, ARF'S, BNF'S
Boats, Cars, Trucks, Buggy's
Heli's, Drones, FPV Equipment
Dubro parts, Building supplies, Balsa Kits
You will never pay retail Truly amazing prices!
We Repair R/C items too.
Nitro engine repair, R/C Car repair, Airplane repair,
Drone repair
We work on most R/C items
We can build custom planes for you and assemble and set-up ARF's



MEMBER OF AMA

Turn old unwanted R/C's into CASH!

WE BUY YOUR R/C ITEMS — ESTATES Included

Now you really need to call Joe and set a time to meet him to avoid a wasted trip

Joe Stolz

Contact—281- 667-1200

Address—21403 Stargrass Drive
Spring Texas 77388

If you have never been I encourage you to go take a look, you'll be amazed!!

Check Lists

Do you use a checklist? Do you need to?

Have you ever got to the field and found out you forgot your radio, wing, battery, flight box? Did you bring the wrong plane? Brought everything to fly electric but brought a fuel powered plane and nothing to go with it? Forgot to charge the Transmitter or Receiver Batteries last night (one of the more common ones)?

If you hang around the field long enough you'll eventually see someone in that very predicament. Heck fly long enough and it'll probably happen to you!

This is where a checklist can come in handy. Put one together for each plane you fly and stick it with that plane. When you think you have everything and you're ready to leave for the field run down the list and verify you have everything. Better yet get everything together and in one place the night before (using the list). As we get older, or are rushing about in the morning (especially if you overslept) it's real easy to have a lapse in memory. Lists are a good way to cut down the chances of having to go back home to get something or spend the day watching from the sidelines.

Preflight checklists are useful as well. Radio set to the right plane, Battery charged (I've seen people put a recently used battery in instead of the charged one, you'll wonder what happened forever), Control surfaces move in the right direction for the corresponding input, Glasses/Sunglasses. Lots of things to remember. Excitement and Peer Pressure are not your friend at this point!

How about a post flight checklist. Check control surface attachments and control rod clevises (especially after a rough landing), Wheel collars still secure, and not loose, prop nut still tight, missing screws (you would not believe the amount of hardware I pickup from the runway—pit—and covered area). It helps to keep a small note pad and pen in your pocket to note items that need to be checked, adjusted, or repaired when you get home.

Gliding the Rivers of Air

With increasing public usage of the Scobee Glider Field, the Houston Hawks have initiated a request to the Harris County Parks Department for a canopy shelter near the Glider Field parking lot as shown by the concept illustration below. Hawks President Pete Dawson working in collaboration with BCF President Max Burton has received tentative support from the Harris County Precinct 3 Director of Parks for a canopy structure similar to the Control Line Area shelter. A formal proposal was submitted to the Precinct 3 Parks Dept. in January, however Harris County Precinct Boundaries have been subsequently re-drawn placing George Bush Park / Scobee Field in Harris County Precinct 4. Efforts are currently in progress to establish contact with the Precinct 4 Director of Parks. An update will be provided when further details are known

Pete Dawson
(281) 813-2333

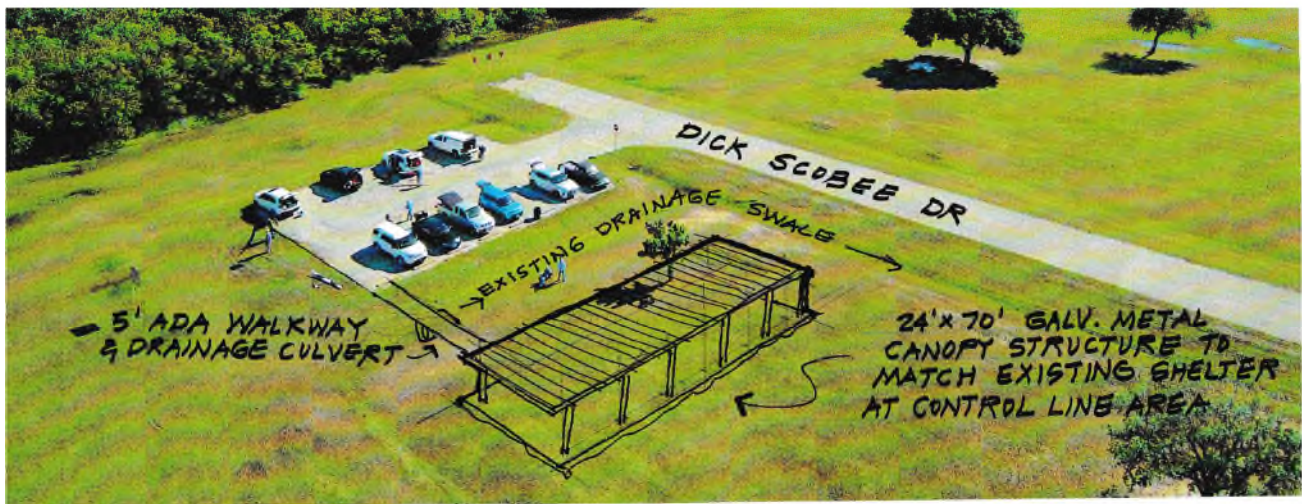


EXHIBIT C
PROPOSED GLIDER AREA SHELTER LOCATION



Spektrum Trainer Mode

I was recently in the great state of Georgia visiting family, and while there I meet up with and fly with the Cobb County RC Flyers. While talking to the President of the club Frank Sqrow he told me of an experience that he had using the wireless trainer function on his Spektrum radio. I thought it important enough to ask him to give me write up to share with our club to make people aware of this.

The following is his summary:

“I was using a DX6e for the student. According to the manual it shouldn't make a difference. Attached are my notes. It failed twice for me. I have successfully used the wireless functionality with other non-NX Spektrum transmitters.

“Wireless Trainer enables instructors and students to work together without any cables connecting the transmitters. Wireless Trainer supports up to 10 channels of input depending on the number of channels available from the student transmitter or wireless headtracker. It is only necessary to put the instructor transmitter into the special wireless trainer bind mode. The student transmitter uses the normal binding process. Wireless Trainer modes are compatible with any Spektrum DSMX or DSM2 transmitter, Spektrum Focal® Headsets, and the small MLP4 and MLP6 transmitters from Horizon Hobby RTF models which include Spektrum technology.”

The key statement in this paragraph is “**Wireless Trainer modes are compatible with any Spektrum DSMX or DSM2 transmitter...**”

Two experienced training personnel have made multiple attempts to use a NX8 transmitter with DXe, DX6 series Spektrum DSMX transmitters among others (even NX to NX) and discovered that control is not transferred back to the instructor when the switch is thrown to return control from the student. Total loss of control was experienced resulting in a crash. Subsequently a connection was successfully accomplished using a wired connection.

Attempts were made to contact Spektrum technical support to alert them to the problem, but, under Horizon's new support contact scenario, the request for support was ignored.

. The transmitters were at the most current firmware version 3.06

Hope this helps - Frank”

Be careful and perform a thorough check before taking off in the Wireless Trainer Mode

Member Profile:



In this issue I want to highlight the efforts of the club to bring everyone together and let you know who you are flying with

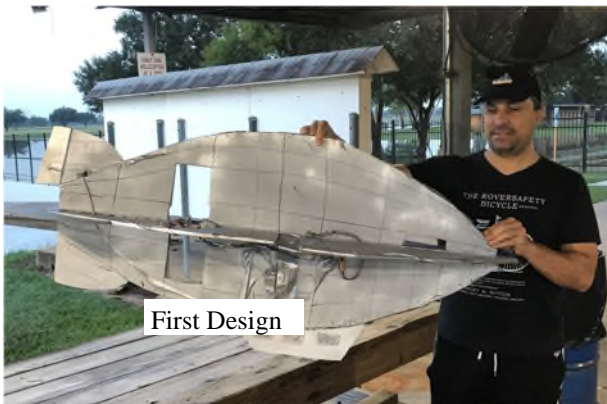
With the help of Deb Bulling, our technical website support, the club has created a **Membership Directory** that will enable Members to search and connect with club members and to see who it is that are actually members, and help us all better communicate.. This will be a **Member Only asset** and it is not for any other advertising/commercial purposes. You can access the Directory under the Members & Membership drop-down menu on the Home page.

In support of this please upload a profile photo if you have not already done so!!

It's All About the Unusual!!

Well Neil Chouker is at it again. He is always trying to build a plane that no one has seen before; or for that matter has never flown or been flown before. This issue shows his attempts with an electric profile blimp. Now I'm here to tell you, this model went thru several modifications over a couple of weeks in an attempt to get it to fly. Ah but alas some things are just not meant to be no matter how much expert help you get, and how much effort you put in it.

Blimps are hard to balance, and don't have a lot of wing area to generate lift (guess that's why the real one use Helium)
A valiant effort, but this one unfortunately ended up in the proverbial scrap bin. But don't dismay there are more coming!!



First Design



Second Design



Bubble Gum and Bailing Wire!!

Last newsletter described repairing a foam plane using hot glue. This time we will discuss the magic of Gorilla Glue!

Now I've had some less than stellar flights in my time. Low inverted passes down the runway are a great way to end up with what you see to the right. But I did pick up all of the pieces no matter how small.

I had heard a lot about how Gorilla Glue was the bomb for repairing foam; so I figured what the heck, it certainly couldn't make it worse.

The Gorilla Glue I am referring to is the honey colored one. Make sure you get it fresh - How do you know? Turn some of the bottles upside down in the store and watch the bubbles as they float up. Gorilla Glue thickens over time, pick the bottle where the bubbles are moving fastest.

For the repair I glue the foam - cover the seam with clear packing tape because Gorilla Glue kind of foams and expands as it dries (this is good as it kind of works its way into the cracks and voids). I use tooth picks, bamboo skewers, and carbon rods and tubes to strengthen the seam. Just let it dry overnight, dries hard as a rock and its sandable and is Foam Safe!!

It works great and I noticed that the glued joint never breaks. In fact I have nosed the plane in since and it is so tough it just bounced. Gave it the nickname Tank!

Next time you crack up a foamy, give the Gorilla Glue a shot!!!!



Power Up — With Rubber!!

Lexie (my granddaughter) and I have been working on her first built up rubber model. It's a simple P-30 (max 30 inch wing and fuselage and 10 grams of rubber) but having not built one in the last ten years I had forgotten just how hard a simple rubber model can be if your trying to make it light. All she had was a set of ribs and plans as everything else had to be cut and fit. Here is where we currently are. Next step, we begin doping and Japanese Tissueing next.

This plane was what was left of a kit from an estate, that was missing all the precut parts except the ribs. It's a Campbells Souper P-30. It was also the first model my son built 34 years ago

Yes, sitting with a little pin and a small CA glue tip trying to get just enough glue to stick them in place without gluing the pin with them is one of the truly challenging (spelled - miserable) parts of building small free flight. Try explaining how to do this with a kid when you can't do it any more yourself. We must have cut 50 triangles to get 20. I knew there was a reason I stopped doing this I just couldn't remember all the pain involved..... Mark Troutman



Another Pilot Gets His Wings

Ronald Eugene Mers, (Ron Mers) 80, of Fulshear, Texas, passed away Saturday February 5th, 2022 surrounded by his loving family. He was born on October 17, 1941 in Huntington, West Virginia to Raymond Mers and Dorothy Johnson. Ron graduated from Suitland High School, Maryland and served in the Air Force for over 29 years. He served as an Explosive Ordnance Disposal (EOD) Technician. He retired from service as a Chief Master Sergeant in 1990.

A long time member of Bayou City Flyers, Ron was all about aviation. He was an all around RC'er not only flying but building, judging at events, etc. He also flew with Space City RC and Bomber Field as well as others. He was a Full Scale Pilot, and spent some time flying the bush in Alaska.

A regular at the field and events, always willing to discuss planes and answer questions

He will be missed!

Ronald E Mers



October 17, 1941 – February 5, 2022



Remember to Renew your Bayou City Memberships for 2022

Club House Door Code has been changed as of March 1st

Please do not give code to non-members - Its not right for the members that do pay!!

The Swap Meet!

Every year starting in late Jan clubs all over the area, the country in fact, are having swap meets. This is where people have an opportunity to buy, sell, swap planes and equipment that they no longer need or want. Sometimes you have had a plane so long you actually got tired of flying it. Well I'm here to tell you if you want to get a new plane or are looking for and old engine or discontinued part this is the place you'll most likely find it.

Swap meets are great way to find what you need as they have pretty much everything in one place, and you can feel and touch.

In this new age of RC a lot of different planes are manufactured and pushed out to the public. Problem is a lot of them are not manufactured for very long and are quickly discontinued. The spare parts for the inevitable mishap also disappear pretty quickly. Sure E-bay and host of Chinese sites will carry them for a while longer but even those play out.

The swap meet is a good place to look for these discontinued planes and parts. And the good this is you can usually get them a good bit cheaper than when they were new.

As with any buyer—seller encounter you need to prepare yourself. Have a good idea of what you are looking for. Know what it costs both new and the current market value. When buying planes and engines look at them thoroughly and ask lots of questions regarding history and repairs. It important to realize that not everyone may be up to you building/repair skill level.

Most stuff will have a price on it and in all but extreme circumstances it is negotiable. Bring cash most folks don't want a check, and even fewer have the facilities to use a debit card.

Once you get it home make sure to go over it several times before flying (even if was sold to you as ready to fly) you'll be glad you did.

If you've never gone to one, I highly recommend it. Word of caution it can be habit forming!!!



Bayou City Flyers AMA Charter # 901

CLUB OFFICERS:

Pres: Max Burton(832) 641-2983
Vice Pres: Gary Woodhouse(713) 240-4703
Tres: Rudy Villarreal(281)-797-8545
Secy: Gerald Wilson.....(281) 578-0148
Officer at Large: Corey Johnson ...(218) 451-4625

CLUB CONSULTANT:

Ron Mer.....(832) 451-4625

SAFETY OFFICER:

Sheldon Reyher.....(281) 961-0419
Merle Bowler.....(832) 794-0377
John Haskell(312) 402-4179

FLIGHT INSTRUCTIONS:

John Haskell(312) 402-4179
Rudy Villarreal.....(281) 797-8545
Paul Curry(281) 859-7626
Weekends by Appointment
(AMA Certified/Insured Program)

NEWSLETTER: NOTAM

Joe Chauffe, Editor.....(713) 298-7056
E-Mail: joechauffe@comcast.net

WEB SITE:

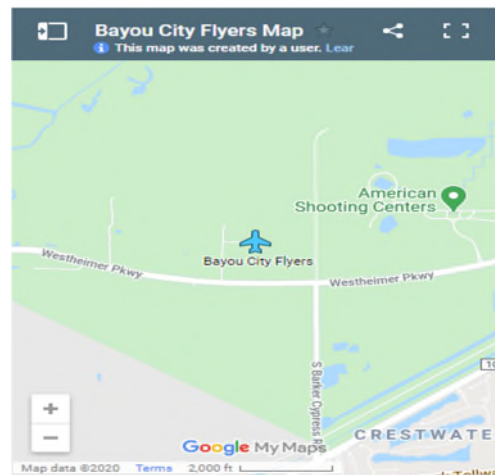
www.bayoucityflyersrc.com
Mike Wise, Manager(832)-914-5966

CLUB MEETINGS:

First Saturday of the Month at 10:00am
Scobee Field — 17260 Westheimer Parkway Houston
TX 77082

Upcoming Events

Apr 8&9	High Wing Hoe Down—Bomber Field
Apr 9	Texas City RC Warbird & Swap Meet
Apr 16	Alvin RC Big Bird & Swap Meet
Apr 23	Johnson Space Center RC Warbird
Apr 29	Space City Pattern Contest
May 14	Space City High Wing and Cub Fly
May 14	Fort Bend F5J Soaring Event
June 3&4	Bomber Field Warbird Event
July 9	Scobee Field Swap Meet
July 15&16	Bayou City Flyers Warbird



Bayou City Flyers NOTAM

2819 Feather Glen Ct
Katy, TX. ,77494