Bayou City Flyers

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

January 2024

NOTAM

- **Presidents Corner:**

"A WORLD CLASS FACILITY" that's what we are all privileged to call our model aviation home at **Lieutenant Colonel Dick Scobee Airfield** in Northwest Houston.

Thank you for entrusting me with the responsibility of serving as your President of Bayou City Flyers for the 2024 calendar year.

Please join me in congratulating Mr. Keith Ratliff our 2023 BCF President for his outstanding accomplishments and leadership this year. Keith was instrumental in getting Dick Scobee Airfield approved by the Federal Aviation Administration as a **FRIA.** When you see Keith, please thank him for his hard work in completion of this important task; My understanding is that there are still many clubs and other organizations that have applied for FRIA that have not received them or they have been denied. I ask you to please read closely the FAA's definition of a FRIA as seen below.

A **FRIA** is a defined geographic area where drones can be flown without Remote ID equipment. Both the drone and the pilot must be located within the FRIA's boundaries throughout the operation. In addition, the pilot of the drone must be able to see it at all times throughout the duration of the flight.

You should know that anyone can fly at Dick Scobee Airfield as long as they are a current member of the AMA. The FAA also requires pilots to register their aircraft and display their **sUAS registration number** on the outside of their aircraft. AMA rules require your AMA number to be posted inside or on the outside of your aircraft. Please read and understand the AMA Safety Rules. If an incident were to occur and safety rules were violated your AMA insurance claim could be denied. Safety is every individual's responsibility as soon as they step foot through our gate.

The FAA remains serious about remote I.D. If you have any doubts about that I encourage you to visit, https://faadronezone-access.faa.gov/#/

I have a big favor to ask of every BCF member. Please wear and display your BCF badges at the field. I have my current AMA card on the back of my BCF card. Please don't be shy about asking others that are around you about their AMA membership.

Last favor, I promise. Please support me and the club by attending the once- a- month Saturday membership meetings. I plan to keep the business part of our meetings brief preferably 30 minutes or less.

SAFETY MOTTO - HINDSIGHT 2020/FORESIGHT UP TO YOU!!!

LET's FLY SOON —— Joe Ross

Bayou City Flyers :

Why do you need a Spotter for FPV and Gaggles

Well the main reason is the AMA, FAA and Field Rules require it. But more importantly it's for Safety! Now it is a requirement for FPV flying and highly recommended when flying several planes in what has become to be know as a Gaggle. The intent is to ensure that you do not lose control or endanger others while participating in these forms of flying. So lets break it down.

A Gaggle is a popular event at flying meets involving several planes - Warbirds in particular, Fun Fly's or any other group events. The Spotter is needed because you are often flying with others that you do not fly with regularly and you do not know their abilities or flying peculiarities. Gaggle flying in a CUB event usually results in quite a few Yellow or Blue planes which in the air appear to all look alike. This requires you to focus a lot more on your plane to not lose track of it. This focus also places you in a position where you are not really paying attention to what is going on around you. People landing/taking off should, but not always, announce their intentions; but where are you in relation to them. You might announce your intention to land and someone is doing a low pass from the opposite direction. A recipe for disaster. Having a spotter with you to help keep an eye on all of the other goings on can be a huge asset. I have been to a couple of events where a Gaggle has resulted in the demise of more than one aircraft. Basically a spotter is cheap insurance and may save you a lot of grief, as the rules of most Gaggles state fly at your own peril, which boils down to no fault flying! I have seen some fields not allow you to fly in a Gaggle without a spotter!!

FPV (First Person View) is accomplished by having a live feed camera on your plane transmitting to a pair of Virtual Goggles that you wear. The only view that the pilot has is whatever the camera transmits. I have seen some that can rotate the camera to see left/right & up/down but it is limited. Now personally I have looked thru a pair of these while someone else was flying the plane and quickly determined it was not for me. (I get motion sickness, but this happens on video games as well) but there are quite a few people that enjoy this type of flying. Playing chase among the trees, or simulating combat, etc. The issue is when you are wearing the goggles you field of vision is drastically reduced. Hence the need for a spotter. Any time you are hyper focused on something the world around you turns into a blur. A spotter is the one who is watching the rest of world around you. He needs to be right next to you and ready to jump in at a moments notice. This is for your safety as well as everyone around you. Even though you are the only one at the field there are other people using the park or driving on the roads that need to be protected as well. I agree that trying to get a spotter can be difficult sometimes (especially when there aren't a lot of people at the field), but the need and requirement are still present. Lets make sure we stay within the rules and if someone asks you to spot for them, lend a hand; it may be you needing a spotter one day

October 14th Swap Meet

Well the October Swap Meet is in the books, it was a pretty good event!

Even though the field was closed to flying there was no shortage of people looking to add, improve or just get something new in anticipation of being able to fly here again!! While the forecast was hot, the weather in fact gave us a little break and it wasn't as bad as anticipated. While the heat threat probably kept a lot of folks home, there was still a fair amount of buyers and sellers in attendance. There were deals to be had along with an assortment of just about anything you could want.

The great thing about swap meets is they are all different and if you don't find what you want at one, and you can exercise a little patience, there's a good chance it will show up at the next one.

The next Bayou City Swap Meet is tentatively scheduled for March 9th 2024.

Fire Swatter!!!!

Well after the fire at the field this past summer, to be proactive the club has purchased some extra water fire extinguishers to keep outside of the club hose for easy access; especially to non members. Jerry Wilson also found the club some Fire Swatters which we purchased. Fire Swatters are used by the Fire Department to combat small grass fires, additionally they said a broom could serve the same purpose but the Swatters don't burn like a broom might. There are three Swatters one in the Club House, one under the Arming Bench under the canopy, and one in the rafters of the Helicopter Awning.

The fire is attacked from the upwind side by lightly swatting out the flames or embers with the thick flap. When the flapper hits the ground, the oxygen supply to the fire is stopped and the fire will be extinguished. Where ground cover is short, the flapper can be dragged along the fires edge to smother the fire. Don't use the Swatter or Broom to beat the fire. If used too hard it can add more oxygen to the fire. It is recommended to either hose water on the area or keep it under observation, as there will always be a risk of it flaring up again later.
Due to a flapper's small size it is unfit for use against a blazing forest fire or large burning fields. The tool's design makes it only suitable for minor flames or glows within a limited area. It is commonly used in fire mop-up operations.

Again be sure to get on the already burned side of the fire so you are not in danger of being burned and use the Swatter to smother the flames. It's the equivalent of stomping on the fire without the danger of burning your feet or catching your clothing on fire in the process. Focus on the edge of the fire where it is rapidly expanding first, then work your way back.

As always, if you don't think you can safely put the fire out, or it is spreading quickly, be sure to call 911. If the fire is out in the wooded area don't go in and try to put it out yourself, Call 911!!!!!

Bayou City Flyers Club Officer Election Results!

Club Officer Elections were held at the Christmas Party and the lucky individuals are :

President - Joe Ross

Vice President - Diego Martinez

Secretary - Gerald Wilson

Treasurer - Rudy Villarreal

Member At Large - Yet to be named

We welcome the returning and new club officers and appreciate their stepping up to the plate! Keep in mind that while the club management has changed the Rules and Safety Requirements haven't!!!

Follow the Rules and Fly Safe!!!

Farewell to Arms!

Well……My year as President has come and gone and I am thankful for all of those who volunteered their time to make the effort worthwhile, productive, and beneficial to the club. Volunteers are what makes a club tick and if this club had a few more, it could've been a better year.

I would never would have agreed to be nominated had it not been for a phone call from the former President asking if I would be interested in taking over the reigns as there were no other nominees at that time. That being said, I was able to accomplish all of the things that needed to be done regardless of the pushback from some of the board and membership.

We also had a pretty good safety record, with just a few close calls. It is always a good thing when you keep incidents to a minimum.

I tried to move Bayou City Flyers forward as much as it would allow, and in the end, I suppose many did not appreciate what I was trying to do. Doesn't matter as I am proud of what we did in 2023, and now I can go back to building and flying, just living the life.

Keith

Documents You Need to Carry with You!

We have talked about this before and it bears repeating.

Scobee Field requirements to fly include having a current AMA membership. Current FAA regulations require owners/ pilots of all model aircraft (weighing 250g = .55 pounds or more) to register with the FAA through Drone Zone. Drones include, all aircraft, helicopters and quads, and now Remote ID Modules are included as well.

The AMA (and Scobee Field) requires that you - Identify each model aircraft flown outdoors with the name and address and AMA number of the owner. This can be placed inside on an easy to access panel or marked on the outside of the model. You are required to attach your FAA registration number to the OUTSIDE of the aircraft.

Recreational flyers are required to take and pass TRUST at their earliest opportunity and carry proof of passage when flying.

You need to keep your Trust Certificate, UAS Certificate, and AMA license with you (I keep a copy in each of my transmitter cases) when you come out to fly, You must have the UAS# (FAA #) affixed to the OUTSIDE of your plane and have your Name, AMA# and Phone Number inside or outside of your plane.

FAA Inspectors and Law enforcement can request that you produce the first 2 documents and the county requires the AMA to fly at Scobee Field. These documents along with your drivers license certify that the FAA number and Trust are yours. I was at a Fly-In in 2022 and an FAA Inspector showed up and was checking!! Fortunately I was covered!

Member Profile:

Enrique Sanchez, a relatively new member of the club, he and his dad Eduardo got in touch with the club and set up a date to come out and get some help and instruction. Long time member George Lumpkins performed the maiden flight of the Carbon Z for him and then helped him smooth out his flying skills a little.
Enrique is 13 yrs old and has been flying for about a year. He started with Flight Simulators and that generated interest in actually flying. Enrique has had some lessons in a Full Scale Cessna 172, and he hopes one day to get his pilots license. He started with some of the mini Warbirds, then moved on to a Carbon Cub and now the Carbon Z in the photo. That plane is almost as big as he is. If you see them at the field remember to say Hi!

Egan Loyd, is another new member of Bayou City Flyers.
Egan is 8 yrs old and a native Houstonian. He and his dad Ryan visited the field a few months ago and quickly got the bug. Egan is currently flying a 1.2 meter Apprentice, which is a little smaller than the 1.5 meter we are all familiar with. Egan is very interested in World War 1 aircraft and says these are his favorite and hopes to one day have one to fly. If you see them at the field remember to say Hi and lend a helping hand if you can!

BCF 2023 Christmas Party

The 2023 BCF Christmas Party was a success!
We had 65 Members and 11 Guests totaling 76 who attended, and it appeared a great time was had by all. The food was good and plentiful.
There were many great Raffle Prizes as well!!! A total of 11 Planes (the most I've ever seen) were raffled off to lucky members! There was a special raffle held for members who had volunteered for events thru the year., I hope this continues as it is a great way for the club to show appreciation for those that donate their time to improve the club!
The club meeting was short and to the point, with Thanks extended to all of the board members for there time and efforts. Keith led us in a invocation for the event. The members were then treated to a fine Bar-B-Que Dinner of Brisket, Turkey, Sausage, and trimmings of beans, cole slaw , and potato salad! No one went away hungry!!!

Teach the Youngsters:

One of the benefits of being a member of Bayou City Flyers is the ability to draw on the memberships experience to help you learn to fly better, or more importantly to learn to fly period! In the past we have had several flight instructors that would teach you to fly from introduction to Solo. At present we are a little short of members that are interested and willing to perform this important function.

The future of the hobby/sport are the young people. Whether or not they pursue the hobby is dependent on their initial experiences. No one is going to stay in the hobby if every time they try to fly results in a crash. Additionally there continuing as members in our club is based predominantly on how we as members treat them. No one want to be looked down on or talked to condescendingly. Now we do have members that will help, but being an instructor is a little more than occasionally helping someone or just offering advice. It is also based on being able to effectively transfer your knowledge to a student in a meaningful way that they will accept and understand.

We at BCF are currently looking for a few people, at least 4, to step up and lead the charge of teaching people to fly. The ideal candidate is one who is willing to dedicate at least 3 hours once a month to instructing new pilots/members. Past instructors usually did the first Saturday of the month. Now the good part is you can schedule it at your convenience. Now you might think standing on the flight line for 3 hours with a buddy box while your student flies in circles is pretty boring. Well that's not really how it goes. A good instructor might spend a total of 30 minutes doing that. The rest of the time is teaching the student the fundamentals - Simulator practice, Flying etiquette, how to use his charger, battery maintenance, glow fuel motors, balancing a plane, trimming a plane, checklists, etc. Basically you are mentoring the individual to a mutually agreed upon level of knowledge and proficiency.

The instructor will also benefit by not having to use his planes or the students to instruct. This takes away the fear of crashing yours or someone else's plane. As a flight instructor you will also be eligible for a gratis membership, and only need to provide proof that you are actually instructing students. Keep a log of who, what day and time, and what was worked on. In the past we have had some truly great instructors

If you are interested in this let the club president know and they will meet with you to explain the task, and make sure you have the necessary skills to be an instructor. Its not for everyone, but almost anyone can do it!!! You will make a big difference in someone's life including your own!

Check Lists:

"Gotta Know Joe" says make sure you use an R/C Check-List—Professional Pilots Live and Die by Them! The following list will improve your success rate and save you $$$. I copied this from his website and have added a few items as well. These are the basic checks, you may find that you need to perform others specifically related to your plane - Turbines especially

Before Your First Flight…. Airplanes And Transmitters

Balance

- Is The Longitudinal Center Of Gravity (Fore And Aft) Within The Range Shown On The Plans or Manual? - If you don't know what it's suppose to be find out!!
- Is The Model Balanced Laterally (Side To Side)? - Is one wing tip heavier than the other?

Alignment

- Are All The Flying Surfaces At The Proper Angle Relative To Each Other?
- Are There Any Twists In The Wing?
- Do The Wings and (Where Removable) the Tail-Plane, Seat Properly On The Fuselage Every-Time?
- Is The Engine Set At The Proper Thrust Angle As Shown On The Plans or Manual?

Control Surfaces

- Are All Control Surfaces Securely Attached? (I.E., Hinges Glued, Pinned). Pull On Each One To Test.
- Are The Control Horns Secured To The Model?

Control Linkages

- Have All The Linkages Been Checked To Be Sure They Are Secure?
- Are All The Clevises Closed? (Keepers Or Fuel Tubing Should Be Fitted To Ensure They Stay Closed)

Engine / Motor Security And Operation

- Are All Engine Mount Screws Tight, Including Mount To Bulkhead If Applicable?
- Is The Propeller Nut And/Or Spinner Tight?
- Does The Throttle Work Without Binding?
- If using a Gas or Glow engine does The Throttle Trim Tab Shut Down The Engine?
- Has The Propeller Been Balanced And Checked For Damage?
- Are Propeller Tips Painted A Contrasting Color? (Whilst Not Essential It Makes The Propeller Much Easier To See)
- Has The Engine Been Thoroughly Test Run? (Engine Idle And Throttle Up Properly)
- Is The Fuel Tank Installed Correctly? (I.E., Carburetor At The Same Height As Fuel Tank, Fuel Tank Klunk In Proper Position And Moving Freely, Fuel Lines In Good Condition And Connected To The Engine Correctly)

Radio Equipment

- Are The Receiver And Battery Securely Mounted And Padded With Foam To Protect From Vibration And Shock?
- Are All Electrical Connectors Secure?
- Are The Batteries Charged And In Good Condition (Check Under Load With A Volt Meter If Unsure)?
- Are All Servo Securely Fastened To The Rails Or Trays?
- Are Servo Arms Firmly Attached With Screw In Place?
- Are All Push Rods Firmly Secure In Servo Arms (Again Keepers Or Fuel Tubing Should Be Fitted)?
- Are The Control Throws In The Correct Direction With Proper Amount Of Deflection (As Per Plan or Manual)?
- Rudder & Tail-Wheel: Left Stick Should Move The Rear Of The Rudder And Tailwheel To The Left.
- Nose-Wheel: Left Stick Should Move The Front Of The Nose-Wheel To The Left
- Aileron: Left Stick Should Move Left Aileron Up And Right Down.
- Elevator: Pulling Back On The Stick Should Move The Back Of The Elevator Up.
- Canard: Pulling Back On The Stick (Elevator) Should Make The Front Of The Canard Move Up
- Throttle: With Trim Set Fully Forward, Pushing The Stick Forward Should Open Throttle Fully. With Trim Set Fully Backward, Pulling Stick Back Should Fully Close The Throttle.
- Has A Full Range Check Been Performed? (See Below)

General

- Is The Covering Tight With No Visible Signs Of Damage?
- Are All Retaining Bolts In Place And Secure?
- Are Any Hatches, Cowls And Canopies Secure?
- Undercarriage (Where Fitted) Is The Undercarriage Firmly Attached To Air-Frame And The Wheels Securely Retained?

Cont' Next Page

Check Lists: cont'

General

- Does Aircraft Taxi In A Straight Line?
- Are All Components Structurally Sound?
- Are Your Name And Contact Details Marked On The Model Somewhere Easily Visible? (In Case It's Lost).
- Is your FAA number clearly marked on the exterior of the plane

Range Checking The Radio

- Verify Frequency Is Available And Mark It As Yours If Necessary.
- Turn On Transmitter Check The Correct Model Is Selected (If Applicable) And Then Turn On The Receiver.
- Important: Make Sure The Transmitter Aerial Is Down Fully (If Applicable)
- Ask Someone To Help And Walk Away From The Model Until Signs of Loss Of Control Are Apparent.
- If Electric Powered Ensure That The Range Is Not Worse With The Motor Running.

Before EVERY Flight:

- Verify Your Frequency Is Available And Mark It As Yours If Necessary.
- Check The Receiver Battery Pack To Ensure Enough Charge For The Flight Intended.
- Make sure antenna is extended (If Applicable)
- Check For Damage And The Control Throw Direction Of All Surfaces. (When checking the throws confirm the surface moves in the correct direction that the stick is moved - Don't just wiggle and look for movement)

For Fuel Powered Models:

- Turn On The Transmitter And Check The Correct Model Is Selected (If Applicable) And Then Turn On The Receiver.
- Start The Engine And Test The Entire Throttle Range Ensuring A Consistent Idle And Acceleration Response.
- Check The Engine At Full Throttle With The Plane's Nose Straight Up In The Air? (To Make Sure It Won't Stall When Full Power Is Applied On Climb Out)
- Take The Model Out To The Strip And Warn People You Are About To Take Off.
- As Soon As You Land Switch Off The Receiver.
- Switch Off The Transmitter And Release The Frequency For Others To Use.

For Electric Models:

- Turn On The Transmitter And Check The Correct Model Is Selected (If Applicable)
- If The Model Has A Separate Receiver Battery Switch On The Receiver.
- Ensure The Throttle Is In The Off Position And Connect The Motor Battery.

WARNING: The Motor Must Now Be Considered Live As The Motor Could Start At Any Time Without Warning (Possibly Due To Interference Or Faulty Controller).

- If using a Throttle Cut Switch - Switch to on and Briefly Check The Motor Functions Correctly.
- Take The Model Out To The Strip And Warn People You Are About To Take Off.
- As Soon As You Land Disconnect The Motor Battery And Switch Off The Receiver If Necessary.
- Switch Off The Transmitter And Release The Frequency For Others To Use.

Before Leaving Home:

- Do you have your AMA Card, FAA Certificate and Trust Certificate
- If not flying at a FRIA Site Do you have your Remote Id (RID) and is it charged?
- Do you have the correct radio for the plane you intend to fly
- Do you have the correct wing, spar, wing bolts or rubber bands, batteries, tools to assemble the plane
- Are your batteries charged (if you don't charge at the field)
- Do you have the tools and meters needed for assembly and adjustments - (Did you take them out and use them at home)
- Do you have your flight box with charged battery and fuel and fuel pump
- If using glow do you have a charged Glow Igniter
- Hat and Sunglasses

When Finished Flying and Ready to Leave:

- Do you have all of your gear, double check the area where you set up, including the cart you might have been using
- Make sure the lights in the club house are off, the AC/Heat has been turned off, the Monitor is off, Door is locked!

DLE Electronic Ignition Modules

I was reading thru the Forums the other night and came across this which applies to DLE CDI Ignition Modules.

“Hey guys, I’ve always been under the impression that CDI ignition’s were all the same and had the sensor at 28° BTDC. I just noticed the “4#” on this one so I checked some others and sure enough, they have different numbers on them. I’ve been seeing some posts about the 4# being problematic but I can’t seem to find what the problem is. I had this 4# ignition on a dle55 and I did notice some popping and irregular sounds while at low power settings and idle. They did seem to clear up and disappear in flight and I’m not sure if that is due to the prop unloading or the temp increase. Other than that it flew my 82” fw190 beautifully.

A response to this question was:

“I came across this a while back on my dle35 and yes it makes a difference which one you use. The numbers on the ignition are basically the timing point at which the spark is applied before top dead center. I currently am working on a plane that has the dle55ra and the ignition that it has is #5, it is the original version that came with the engine and works just fine.

A Little research and I was able to find that different DLE Engines utilize different timing. Now as stated above it was running a little rough at low rpm and idle. He claimed to be using a #4 but according to DLE it should be a #1 Module for that engine. A lot of people will tell you that any module will work, however you will have to tinker a bit to get it to run smooth. The list below identify which Module goes with which DLE engine.

The Desert Aircraft DA engines use the same Desert Aircraft Module for most all of their engines except the DA-35 and the Twin Cylinder Models which uses a different Module

ENGINE TYPE *

- #4 for DLE-20
- #6 for DLE-20RA / 35RA
- #3 for for DLE-30
- #1 for DLE-55 Also the DLE 61 & 65
- #5 for DLE-55RA
- #7 forDLE-85

Also the DLE 120 Twin

#2 Ignition Module for DLE Twin Models 40, 60, 111, 130, 170, 222

Note: DLE 222 4-cylinder engines require 2 ignitions Also the DLE 120-T4

Pylon Racing

It had been a long time since Scobee Field hosted a NMPRA Pylon Racing event. October 21&22 were set aside to host the races. We were very lucky that the county lifted the burn ban and allowed us to reopen the field. There were quite a few racers attending the event, some traveling from as far away as Kansas, Oklahoma and Mexico City. Bayou City was able to provide volunteers to help with the event, however more were needed. Racing went on almost nonstop for 2 days. The action was fast and furious, and I'm here to tell you they are fast! There were a few planes that did not survive, such is racing! There were 3 classes of planes with 2 classes 424 & 426 being flown on Saturday and one 422 on Sunday. There were approximately 30 racers in the various classes. The pilots all loved the field and thanked Bayou City Flyers for having the event. They are really hoping to come back next year, and make this a regular event!

October 21 – 22, 2023

Bayou City Flyer's RC Club (SCOBEE Field)

Saturday, October 21:

AMA 424 (AMA short course) Entry Fee: $30

AMA 426 (AMA short course) Entry Fee: $40

**Electric 424 entries allowed to be run with glow entries. Electric 424 entries subject to rules: http://www.nmpra.net/rules/NMPRAE424Rules211230.pdf

Sunday, October 22:

EF-1 (400 foot 3 pole course) Entry Fee: $30

AMA 422 (AMA Long Course) Entry Fee: $40

CD: Randy Ritch

Field open and Pylons set up for practice Friday, October, 21.

Registration at field Friday late afternoon.

Pilots meeting 8 am each morning.

Scobee Field location: 17260 Westheimer Parkway Houston TX 77082

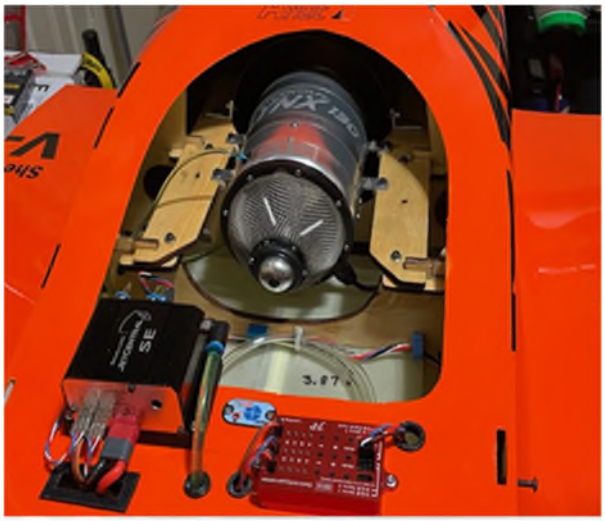
Contact Dennis Cranfill for additional information.

Ande X Jet..Prentice Coleman

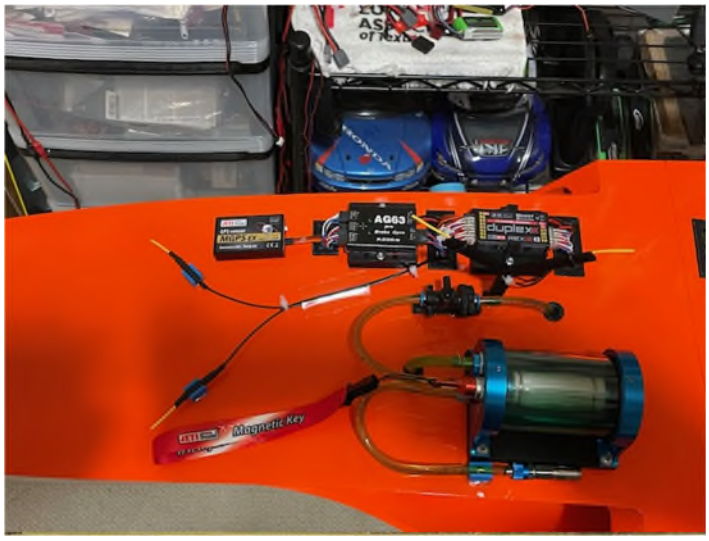
On 11/20/2023, I maiden a new jet and thought I would share it for the next newsletter. It is a kit manufactured by a gentleman named Sergio Testa who resides in Argentina. He is well known by the RC community in that area. I stumbled upon this kit during the pandemic (surfing the internet too much). The Kit is called the Ande X. It was different from any other jet I had seen so I went for it. The Jet is designed for jet F3A competition so maybe it will help me fly a straight line (LOL).

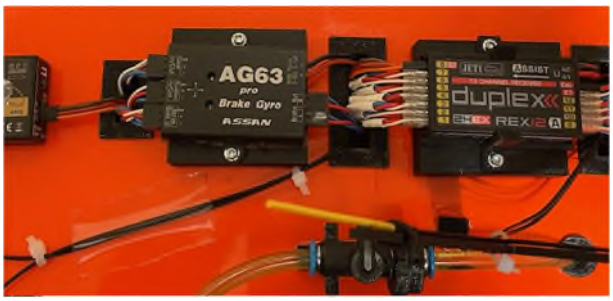
It takes me a long time to build as it takes time to purchase items here and there. I use a Jeti DS-16 for my control system which communicates with a Jeti 12 channel assist receiver. Jeti Assist implies there is a gyro built into the receiver making install very easy. A secondary receiver, Jeti R3 was also utilized for redundancy. I used MKS HBL 550 servos for all moving surfaces and a Promodeler DS 180DLHV servo for steering. The kit included JP landing gear, The pipe and a 3.84 Liter fiberglass fuel tank. to complete the fuel system layout, I utilized a Digitech UAT (universal air trap). The turbine used is a Jet Central Lynx which puts out 130 newtons/29lbs of thrust. To assist with the steering and braking I added the Assan AG63 Pro which utilizes a gyro system to assist you in keeping the jet straight when steering and braking. This Item was suggested by another member of the club, and I am glad I listened. to electrify all this, I utilized 2 Pulse 2550mah Lipo batteries to power the receivers, retracts, and brakes. For the turbine a Jet Central 3800mah Life battery was utilized.

I will let the attached photos do the rest of the talking. If you guys needed something to spice up the newsletter I thought, why not contribute something. If not, no worries. There were also two other jet maidens that went very well that day (photo included).



Ande X Jet..Prentice Coleman





Abandoned & Little-Known Airfields

While writing an article for a previous issue, covering an aircraft manufacturer in Bellaire TX; I learned that back in the day the Houston area was a hub of aeronautical activity both private and commercial. There are quite a few airports that catered to both, but over the years have gone away. In the modern world of fast and fuel efficient cars the need to fly around the Houston area has diminished greatly.

On subsequent issues I will give you information on some of the vanished or abandoned airfields & their unusual histories. I'll start with some that are in our general area. There are 10 in the West Houston Area alone!

Westheimer Air Park (5TA4 / changed to O07 in the early 2000's), Richmond, TX — 29.695, -95.795 (West of Houston, TX). Westheimer Air Park was located southwest of the intersection of Route 1093 & Katy Gaston Road. According to its FAA Airport/Facility Directory Data, Westheimer Air Park was established in April 1981. The earliest photo which has been located of Westheimer Air Park was a 1981 aerial view. It depicted a single unpaved northwest/southeast runway, along which were parked 9 single-engine aircraft, with a single small building along the north side.

According to Dan Taylor, "During the 1980s oil boom in Houston this airport apparently had aircraft tied down the length of the runway on the square concrete pads you can see just to the right of the taxiway."

The earliest depiction which has been located of Westheimer Air Park was on the February 1989 Houston Terminal Chart. It depicted Westheimer as having a single 2,500' paved northwest/southeast runway.

By 1994 the runway was already paved & in pretty rough shape, like it had been paved quite a few years prior & not maintained. The best part of coming back into Westheimer Field on a long cross country flight was the TransCo Tower (now called the Williams Tower), one of Houston's tallest buildings, which had a revolving searchlight on top, and you could see it from miles & miles & miles away as you arrived in the Houston exurbs from the west."

Bill Reid, the owner, was a character...one arm which he would use to chain smoke, fly, and flight instruct, all at the same time. Bill Reid was an EXTRAORDINARY guy with a magnificent dog. He hand painted his Cessna 172 with one arm!! Bill passed away Christmas 2014. In 2015, "O07 was dropped off of the Airport Facility Directory & [aeronautical] charts, it officially closed in March 2015.

View in 2010

View of Flight Center in 2013

Bill Reid's Cessna 2013

Abandoned & Little-Known Airfields

View in late 2015 after closing

May 2007 Looking West

Ariel View as appears today

Google Map of Airport Location

Jr. ROTC Day

On October 28th, Bayou City Flyers (#901) and Fort Bend RC (#615) partnered together to hold a 'Training Day' for JROTC cadets from Dulles High School. Major Doug Hawn with Dulles High School JROTC brought approximately 23 Air Force cadets to Scobee Field to participate in an introduction to RC flying. While Fort Bend RC has been holding Training Days for quite a few years, this was the fourth opportunity to partner with Bayou City Flyers. Working together we were able to provide a total of 5 pilot/spotter teams. The cadets were initially provided with some fundamental instruction on aerodynamics and RC flight control, followed by simulator practice utilizing the clubs computer with Real Flight. After time on the simulator, the cadets headed to the flight line for some real hands-on flying with various electric airplanes. All cadets were able to get as many flights as they wanted. Several Cadets soloed for the first time, taking off, flying a pattern, and landing. Bayou City Flyers donated a complete, ready-to-fly Apprentice trainer airplane with radio as part of a 'free' raffle. Matthew Reyes 13yrs old, an 8th Grader at Dulles, was the lucky recipient of the plane. He was very excited to win the plane. Both Matthew and the group were advised as to how they can receive further flight instruction.

The Bayou City Team kept the planes in the air for a continuous four hours, training multiple students at a time with hardly any down time. The group really shined and showed off their skills handling the planes, and organizing the flying times of the students as well. A couple of mishaps and strong winds brought some of the training to a slower pace. All damaged planes have been repaired

Volunteers:

Fort Bend RC Club:

- James Devereux - Pilot
- Sheldon Reyher - Pilot
- Randy Schultz - Pilot

Bayou City Flyers:

- Keith Ratliff - Organizer
- Jerry Wilson - Spotter
- Max Burton - Spotter
- Mark Turner - Spotter
- Greg Johnson - Training on Simulator
- George Lumpkins - Pilot
- Joe Chauffe - Pilot
- Merle Bowler - Flight Training
- Joe Ross - Flight Training
- Fernando Delgado - Pilot/Spotter
- Rudy Villarreal - Spotter

How to Spektrum Wireless Buddy Box Setup….Keith Ratliff

Article by James Whomsley, Editor of FliteTest.com
The wireless buddy box feature on modern Spektrum radios is super easy to use. Here's how to get yours set up. All you're going to need are two compatible DSM2/DSMX Spektrum transmitters. With the wireless feature, they will talk to each other without the need for anything extra.

Compatible Radios

You will need to use a Spektrum radio with wireless trainer functionality. Most of the modern radios such as the awesome DX9, eight channel DX8, and even the DXe beginner radio has this built in. If you're unsure if your radio is, check the manual or the specs on the Spektrum transmitter product pages on theFlite Test Store.

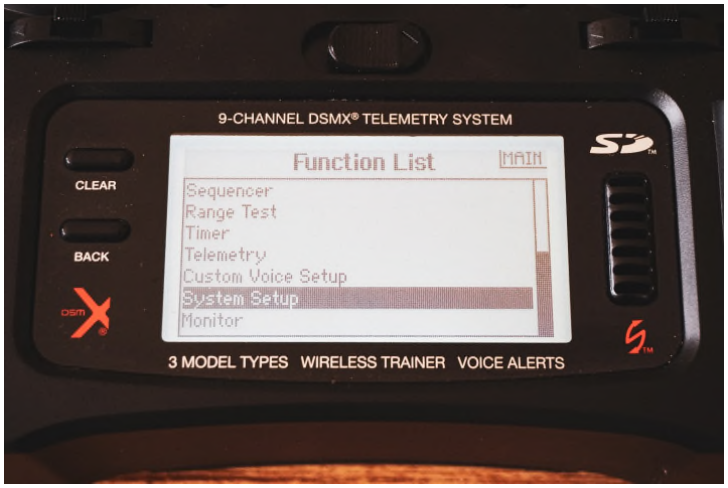
1. Connecting the Master Transmitter to the Aircraft.

To bind your airplane to the master transmitter:

- Remove your propeller.
- Plug a binding pin into your airplane receiver.
- Power up plane with battery.
- Power up your radio whilst holding down the bind button as normal.
- Unplug bind pin before unplugging the power
- Check control surface function and motor rotation direction

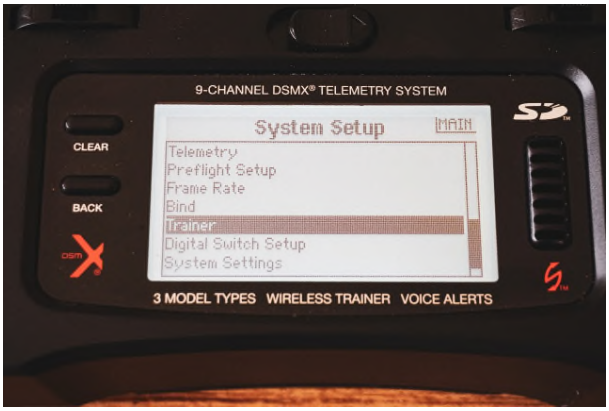
2. Connecting The Two Transmitters Together

- Un-power your airplane and set it aside.
- Go to the System Setup menu.



How to Spektrum Wireless Buddy Box Setup….Keith Ratliff

- Scroll down to the Trainer Menu.



- Click on 'Wireless Trainer'.
- Roll over to the button that says bind and click it. You should see that it is now in bind mode. It is now waiting to bind with the slave transmitter.

- Pick up Slave radio and power on whilst holding the bind button. Now the Slave and Master radio should connect together. This should be validated with an audible confirmation.

How to Spektrum Wireless Buddy Box Setup….Keith Ratliff

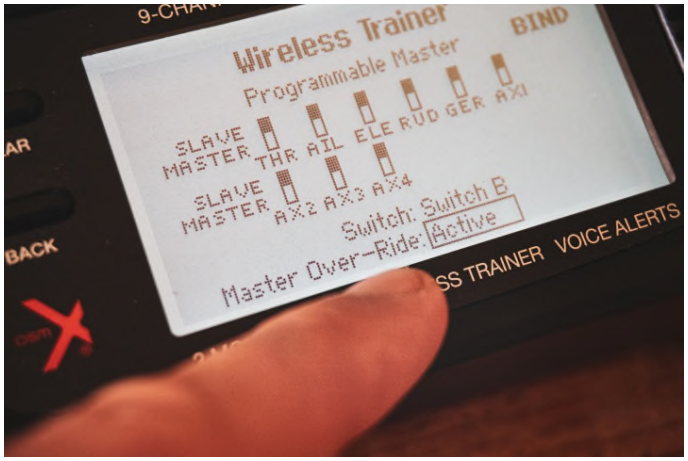
Configuring Settings

There are several features you can customize in the master transmitter Trainer Menu. One is the switch used to flip control between each transmitter. Another is the 'master override' setting. Here's how to configure it.

- Power up the plane again.
- Wiggle the master transmitter's controls to check that it is controlling the aircraft.
- Flip the designated trainer switch to assign control to the slave transmitter, then check it is controlling the aircraft.

If you want to enable the 'master override', enable it by setting the feature to 'active'.

When the student has control, now all you will have to do is move the master transmitter controls to revert control back from the slave. It's a quick solution that imitates you grabbing the control back, but less forcefully!



When Buddy Boxing always verify that the Master Control Unit and Student Unit control functions are identical and that the control switches to the student and back seamlessly on demand. (I have heard of instructors giving the student control and was unable to take it back) This needs to done every time before you takeoff. A simple check can save a lot of grief.

We hope you found this Flite Tip article helpful!

Passing Gas - Magneto Ignition System

Gas engines use spark plugs whereas nitro engines use glow plugs to ignite the fuel/air mixture. For this reason RC gas engines require on-board ignition systems which provide electricity to the spark plug at precisely the correct time.

This added weight and complexity to your airplane need to be taken into consideration. There are two types of ignition systems used with gas engines. Magneto and ECI (Electronic Controlled Ignition). In the last issue we talked about the tools you could get to troubleshoot an ECI, in this article we are going to discuss how to troubleshoot a Magneto system.

Magnetos are very simple systems that require no external battery; instead the magneto itself generates the electrical power itself. Magnets embedded in the flywheel spin past a coil that builds up voltage to trigger a spark plug. It's a very simple system. Newer Gas motors utilize an electronic module because it weighs less and the timing can be adjusted for a smooth idle. A magneto is set to provide the best performance with a fixed setting. Magneto Motors are quite a bit heavier due to the flywheel and coil, but this is not bad considering as a lot of Warbirds and short nose models need the weight. The Magneto motor does not need a battery to function and for the most part are relatively trouble free. They can be a little hard to start until you learn how to do it.

Usually the problem is no spark at the plug, which can be caused by several things. I will try to give you a good list of things to check to aid in troubleshooting this issue.

Bad or fouled Spark Plug - Make sure you try a new properly gapped plug (This is important for all subsequent testing). Make sure you have the right plug for the engine. Check your engine manual for plug number and gap!

Visual inspection of coil for cracks - especially after a crash. While the problem may not appear immediately a cracks allow moisture to enter the coil and raise havoc. Water and Electricity usually does not go together. Also make sure the plug wire is not broken/cracked and the spark plug boot is in good condition.

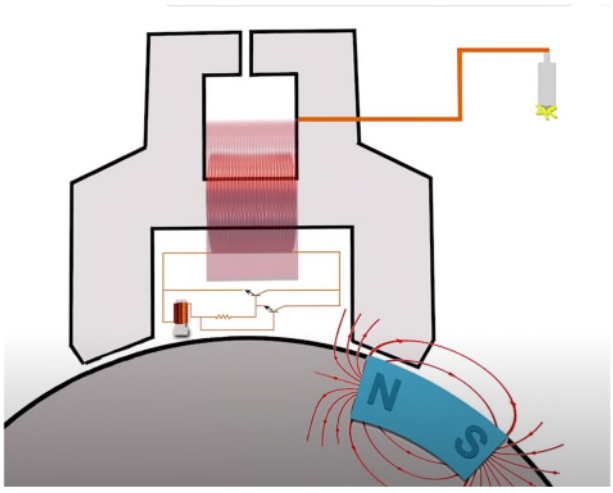
If all looks good lets make sure the gap under the coil hasn't changed, this can be the result of a crash as well as loosening of the mounting screws. The gap between the coil and the magnets on the flywheel should be 0.0010" (ten thousandths of an inch), this can be checked with feeler gauges or in a pinch a standard business card. A couple of piece of plastic the correct thickness works very well, a milk jug is close in thickness.

Next we want to check the wiring. Any ground in the wiring will cause the system to not function. On most simple small engine magneto coils there are 3 wires. One is the high tension lead that goes to the spark plug. One wire that comes out of the coil and attaches to the metal frame that hold the coil. And one that goes to a clip on the coil. Pulling this wire and spinning the engine over should produce a spark. If it does you have a wiring issue. Do not perform this test with the plug installed in the engine as if it starts there is no easy way to shut the engine down. If you do not get a spark then the coil is most likely bad and should be replaced. This is pretty much all you need to know

The coil can be check with an ohm meter if you have one

You will need to know what the coil specs are , if you don't or can't find them; with the meter set to 20K ΩA a good guide is: The reading between the wiring of the coil should be ∞ (infinity) or close, lower readings indicate possible moisture issues. Reading between the metal frame and one that goes to a clip on the coil should be between 2 –18K Ω. (Ohms). Between the Spark Plug High Tension Wire and metal frame 10 –30K Ω. (Ohms)

Some armature ignition coils don't last the life of the engine. As the spark plug's electrode and/or the resistor in a resistor type spark plug deteriorates, the secondary windings within the coil is forced to produce more voltage to fire the plug at higher RPM. Eventually, the increase in voltage will overheat and eventually burn up the secondary windings within the coil, causing coil failure. This is why quality-made copper core/non-resistor spark plugs should always be used with a small or magneto armature ignition coil.



Radio Mixer!!.....Twinman

Mix for aileron drop to elevator command

Now the following programming is specific to the Futaba (9C and 10C) radios. However this same basic principle could be adapted to other Futaba radio models or other radio manufacturers. This mix will proportionally drop both ailerons in response to elevator up input. The result is a proportional increase in wing lift during tight maneuvers.

If you have a plane that is bad about a snap roll during tight loops or other maneuvers, this will GREATLY reduce those bad tendencies.

Maneuvers such as tight square loops, multi point loops and more, become much more crisp, controllable, and sharp.

If you have a plane with higher wing loading, take off becomes much easier and quicker due to extra lift at “up” elevator command.

Landing is also much more controllable with less tendency to snap roll from wing high incidence tip stall, due to the proportional “flap” function of this mix.

First mix the two ailerons together

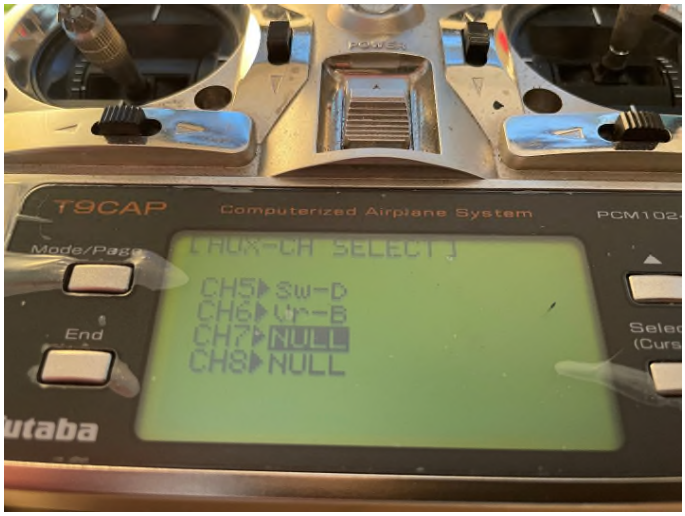
Pick an unused “Mix” set up for this procedure

This mix uses to two separate channels for the aileron function. No “Y” connector.

Plug one aileron to normal aileron channel, in this case number 1 on receiver.

Plug second aileron to a separate unused channel such as “Aux 1 or channel 7” in this example on the receiver.

Turn off any adjustability for channel 7



The primary “Aileron” channel is the master that controls the secondary aileron function or Aux 1 (or channel 7)

Radio Mixer!!.....cont'

Set direction and throw for the second channel (Aux 1 here). Do so by using joystick to move aileron channel up and down. End point, or maximum throw, is set for the aileron as normal. Set end point for secondary channel here on this screen. The up and down deflection of each aileron must match total deflection of the opposite aileron.
Set this programmed mix up with "Mix ON", Trim On, but make SURE the mix cannot be turned off by nullifying any switch or rotary knob for this secondary channel.

Double check direction, equal deflection, and functionality.

Now Go Have Fun!!

Twinman Tips

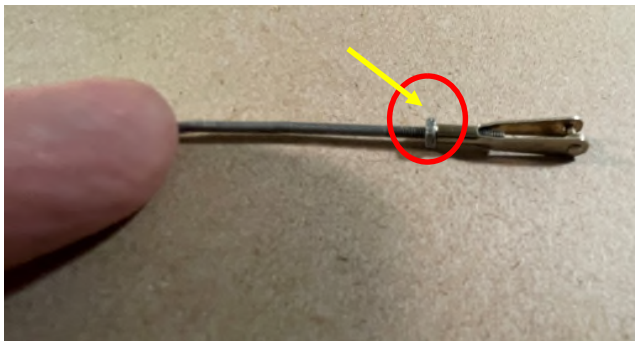
George Lumpkins at golumpk@swbell.net in Katy, Texas with Bayou City Fliers offers this tip for Clevis':

Clevis Keeper

Have you ever built a model and installed the linkage, then think of needing to install a short piece of fuel tubing on the clevis to make ABSOLUTELY sure it will stay closed and secure to the control horn. Yes, you can (Sometimes) unscrew the clevis and slide the silicon tubing over the small end…But now the control surface is out of adjustment and you start over setting the control surface again.

Or you can try Sliding the tubing over the large end with a simple trick which applies to both plastic clevises and metal.

Note: If you are using a metal clevis to a metal control rod, make SURE you are using a lock nut…usually a 2-56 thread or 4-40. Over time, without this tightened lock nut, the vibration of your plane will damage the threads on the control rod shaft and the clevis will pull out.



Pushing a silicon fuel tube over the large end of a clevis, while not impossible, is difficult. (1st Photo)

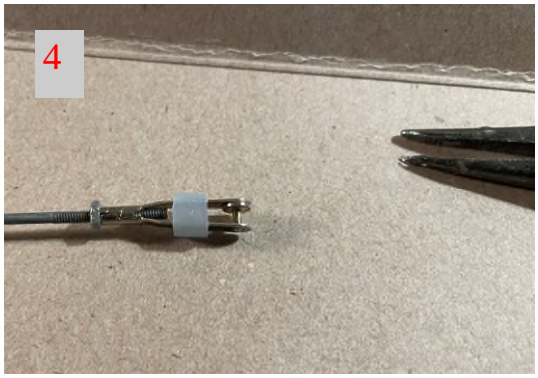
Solution:

Use a set of needle nose pliers, inserted into the tubing and open the jaws to enlarge the inside diameter. (2nd Photo)

(Note, using an external snap ring pliers instead of needle nose pliers, is even easier, if you have access to some.)

With the tubing expanded just slide the tubing over the large end of the clevis. (3rd Photo)

Done and the clevis will not open under load. (4th Photo)



Gliding the Rivers of Air

Hawks,

The Houston Hawks have named the following Club Officers for 2024:

President – Pete Dawson
Vice President – Jim Coffin
Secretary/Treasurer – Alan Jones
Safety Officer/Webmaster – Stefano Costantini

Several Hawks pilots are looking forward to participating in the 2024 Fort Bend Open F5J Soaring Contest in May. The event is being hosted by the Ft. Bend RC Club at their excellent facility in Rosenberg. The F5J class is a relatively new thermal duration soaring competition format involving gliders with electric motors and folding propellers that has become very prominent around the world over the last several years. Gliders are launched simultaneously in groups with an objective to remain aloft for a maximum 10-minutes and make a precision spot landing. Timing begins at the launch horn and motor run-time is limited to a maximum 30-seconds. Scoring involves awarding one point for each second of flight time and up to 50 bonus landing points. Gliders are equipped with an electronic device that limits motor run-time and records the altitude 10-seconds after motor cutoff. Participant scores receive a deduction of one-point per recorded meter of launch altitude at motor cutoff, a three-point deduction per meter if the recorded launch altitude is above 200M, and a one-point deduction per second of flying time over 10-minutes. Therefore, the objective is to launch as low as possible and still manage to achieve the maximum flight time and landing points…..which can be very challenging.

The Houston Hawks will be pursuing initiatives during 2024 to increase local interest in RC Soaring and will be offering incentives to attract new club members. We enjoy talking to visitors at our flying sessions and maintain an open invitation to come fly with us.

Reminder to get your AMA MEMBERSHIP renewed this month.
We are also accepting Hawks membership renewals at this time.
Hawks dues are $50 per calendar year, due by December 31. You may mail a check payable to Alan Jones, pay by check or cash at the field, or send via Zelle to713-899-9260.

I'm looking forward to seeing more of you all at the flying field this next year.

Jim looks lonely

Control Line Circle !! By Mark Troutman

I had a quadruple bypass about 5 months ago and while recovering I built both a profile and built up Gesekie Nobler. Both have Cobra 28/20 motors and castle lite 50 ESC's Covered in silk span and painted with Rust-Oleum 2X enamel. I have recovered enough to fly and have the profile trimmed out with the built up ready to go.

I had just finished this profile Nobler and converted it to electric. I decided to try and hide all the electrics and battery so I built the cowl on just the left side of the fuselage with the right side remaining flat. After a short test flight I believe it will be a good one. It has a cobra 2820-12 in it with a Castle Lite 50 esc and FM-9 Hubin timer which is my standard set up for this size model. The plane uses a Thunder Power 2800 4 cell for power. I painted it with Rust-Oleum 2X Ultracover spray cans which I have had good luck with on my recent electrics

The built up Nobler was a one-off kit from Tom Morris. It was a prototype I believe but he should still have plans, however he is not making kits any more. Both use the Gesekie Wing which is thicker than a green box Nobler. I have build a lot of Noblers and the Gesekie is by far the best of the three versions (original, Green Box and Gesekie)

Control Line Circle !! By Mark Troutman

Control Line Event

On 7-8 Oct the control line side of Scobee Field held the USA team selection for F2B (stunt). This event was to select the 3 fliers that will represent the United States at the 2024 F2B World Championships which will be held at the AMA headquarters in Muncie Indiana, on a yet to be published date. 16 fliers from all over the United States came to compete for the top 3 positions. On Saturday the winds were very strong, making the conditions very difficult, but that tested the very best and the top ten where selected. On Sunday the top ten flew in near perfect conditions and the three best fliers over the two days where selected having finished with the best scores. Oresto Hernandez from Miami, David Fitzgerald from San Diego and Matt Colon from Midland Texas where far and away the best three and will provide the USA a very strong team for the world championship. Hernandez and Fitzgerald are both many time national champions and both have been world champions and Matt is the up and coming heir apparent that will give the top two a real run for the money as he had the best scores on the windy most challenging day. All the models where outstanding examples of the art of building and here are some pictures of what can be created by these very talented individuals. Thanks to all that gave there time and effort to hosting this event as Scobee field is considered the premier site for control line stunt flying both in the United States and the World

It's All About the Unusual!!

Neil Chouker is the kind of guy that just has to be different!
A few years ago he tried to re-create the Space Shuttle out of foam board and get it to fly. Well after many failed attempts he did manage to get it in the air for a few seconds but it just didn't have the "Right Stuff." Balance, power and landing gear issues just would not come together. So the project got shelved!
Move forward a couple of years and somewhere in a dark corner of the internet Neil found an old photo of a group of academics that had built an flown a Radio Controlled Lifting Body. Well this got Neil spurred to resurrect the lifting body project of the past. Only this time it was the NASA Lifting Body HL-10. The HL-10 was the 3rd in a series of designs that were developed to allow an astronaut to return from space and fly to a safe landing and be able to re-use the craft. These designs and tests eventually led to the Space Shuttle that we know today!
With no wings Neil decided he needed a lot of surface area to enough lift to get off the ground. The model was big but light. After numerous attempts to get this plane off the ground the conclusion was made that he just didn't have enough power to get the thing up to a high enough speed to generate the lift it needed to fly.
The morning crowd cheered on every attempt hoping for success but silently thinking it'll never fly!!!!
Got to give it to the boy however, he gave it the good old college try before finally throwing up his hands and deciding to move on.
In reality the real one were dropped from planes and glided to the ground.
Oh well the 6 Million Dollar Man would have been proud of his attempts!! Can't wait to see what come next; I heard him saying something about a 3D printer… or something!

Time to Renew your BCF Membership!!
Be sure to check you AMA membership renewal!!
Have you renews your FAA Registration?
Scobee Field is now a FRIA Site!

From the Bench: Editorial

Where have all the builders gone? It seems as though we are seeing fewer and fewer modeler built planes at the field lately. It seems that the foamy market has significantly reduced the number of people building their planes. I don't consider gluing an ARF together as building (although its probably the closest most will ever get). Now I will agree that todays foamys have come a long way, with detail that boggles the mind. Planes that most builders dream about are now readily available. For me personally I harbor no ill will towards foamys, in fact I have and fly quite few myself. But in my mind nothing awes me more than seeing a finely built and detailed balsa kit or scratch build. Maybe it because as a builder I can appreciate the hours of work that goes into creating such a marvel. Building today is a lot tougher than it use to be, mainly due to the makers and distributors of the supplies are shutting down. Things like covering material is getting harder to find, and more expensive. It's simply too hard for manufacturers to compete in the ever shrinking market. Now the one saving grace is 3-D printing which if you are good enough or know someone who is can probably make the items you need. Heck they can even print a whole plane, although the ones I have seen are not very resilient. But I expect that as time goes on the 3-D market will give the foamys a run for their money. Progress come in many forms although not necessarily for the better in my opinion.

As for me I will continue to build old school, and pick up and fly a foamy now and again while trying to 3-D print a plane as well. In short I'll try to cover all of the bases while attempting to keep an open mind! If you haven't tried to build a balsa kit, give it a try. In the end you might find a deep satisfaction knowing that what you created is all you, and it actually flies as well!

Keep'Em Flying and Keep Building!!!! ……...JC

Upcoming Events

Jan 19/20	Georgetown Swap Meet
Mar 1/2	GAMA Southeast Model Swap Meet Perry Georgia
Mar 9	Bayou City Swap Meet (Tentative)

Bayou City Flyers
AMA Charter # 901

CLUB OFFICERS:
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Vice Pres: Diego Martinez ……. .. (281) 779-6867
Tres: Rudy Villarreal …….…… (281)-797-8545
Secy: Gerald Wilson…… (281) 451-9182
Officer at Large: ……. (xxx) xxx-xxxx

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Keith Dick…… keith.dick@gmail.com

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(AMA Certified/Insured Program)

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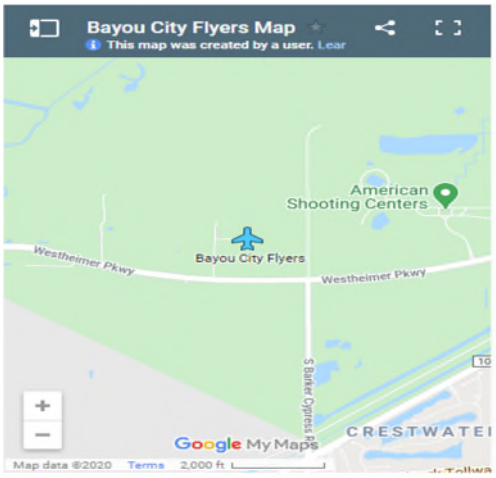
CLUB MEETINGS:
First Saturday of the Month at 10:00am
Scobee Field — 17260 Westheimer Parkway Houston TX 77082



Bayou City Flyers NOTAM
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Katy, TX. ,77494