



The R/C Flyer

Volume 51, Issue 9

September 2026

Next Meeting – September 10th, 2026

CLUB CHIT

by Fitz Walker

We've had several crashes, hard landings (i.e. pieces go flying off), and close calls on or near the runway lately. This happens (no one is immune) and it is not a criticism of anyone's flying ability specifically. It just serves as a reminder that these things naturally happen from time to time and as such we must be vigilant in our personal safety out at the field. Namely, whenever we are flying, we should always stand inside the pilot's station if possible. If outside the covered area and someone is flying, try to be aware of what's flying and be cautious around the flight-line.

Have fun and be safe.

-Fitz (Prez)

AUGUST MINUTES

by Rex Beck

August JSCRCC Meeting Minutes, held 8-13-26 (6:30 PM)

Meeting Location Gilruth Center, Mars Room, 2nd floor

Members Present 9 (Mike Laible was absent)

Prez Fitz Walker began the meeting at 6:40 by making a motion to approve the July minutes, which were approved unanimously.

Membership Charlie Teixeira reported we now have 44 active members, & 108 guests. He also mentioned the jscrcc handbook is way out of date and needs to be updated. Fitz will talk to Jeff.

Treasurer Report Bill Courtright reported our Welby Balance is \$5,031.96. Invoices for Texas Outhouse continue at \$118.46/mo.

Safety Report The Rocket Club people continue to drive down the runway, without any regard to their safety. Joe Schmidt volunteered to place some drive-around signs on the end near the Canopy. We also need to mention this to Warren Benson of the Rocket club.

New Business Fitz reported the Canopy has a small tear on one corner, so need to attempt a repair.

Regarding release of Results for JSC Exploration Park Lease Proposals, NASA has not yet announced a specific date for releasing the results. While there is no official public notice of a results release date, you can expect it to be announced through NASA's official channels (e.g., SAM.gov, NASA HQ announcements, or JSC press releases) once the evaluation is complete. So, for now we keep flying.

The nearby A&M Space Institute building (hosting separate Mars and Moon scapes) is scheduled to be completed by year end. Rex said he talked to Jarrod Korschgen, (Vaughn's constr. Sup), who stated they have 2 leases thus far for the 10 garages inside the central spine: Intuitive Machines and Astro Labs. Virtual tours can be found online, but Jarrod may be able to arrange a small tour for us before year end.



Show & Tell: See Article Below

Future Business 9/5 – Boat Float at Sylvan Rodriguez Park at FM 2321/Hwy 3.

Beginning September, Rocket Club will continue launching on 1st and 3rd Saturdays of each month.

SHOW AND TELL

by Mark Mendez & Orlando Calderon

Mark Mendez presented an overview of the Blade Fusion Helicopter 550 Quick Build Kit Super Combo:



The Blade® Fusion™ 550 blurs the lines between convenience and capabilities, plus quality and value. The strong and lightweight carbon fiber and aluminum airframe is ready to pair with the included carbon fiber 550mm main and 95mm tail rotor blades, plus a more powerful motor and common 6S 4000–5000mAh batteries, to deliver exhilarating performance with power to spare.

Now you can make the dream of owning a larger-sized helicopter with cutting-edge capabilities, along with incredible durability and reliability, a reality!

Built on nearly two decades of Blade helicopter engineering and development experience and based on the extremely popular Fusion 480 and stretch kit, the Blade Fusion 550 packs a variety of high-quality and high-performance features into a rugged and reliable helicopter that's ready to rip up the skies. The lightweight yet extremely durable carbon fiber and aluminum airframe design features many factory-finished assemblies, so it assembles quickly – in less

than half the time of typical kits – plus it's easy to maintain and repair.

The Optimized Servo Geometry provides precise and responsive control from hovering to sport flying, and from basic to all-out 3D aerobatics. The quiet helical main gear is driven by the included 4320-1180Kv brushless outrunner motor that delivers incredible torque and performance with popular 6S 4000–5000mAh LiPo batteries. A belt-driven tail assembly featuring carbon fiber and aluminum construction ensures locked-in tail performance on every flight.

So, whether you're an intermediate pilot and this is your first-ever kit-built model, or you're a world-class 3D pilot, the

Fusion 550 delivers an unmatched combination of convenience, capabilities, quality, and value!

Orlando Calderon presented 3 topics for Show & Tell:

1.) 3D-Printed F-22 64mm EDF – Flight Testing & Improvements



Continued flight testing and tuning of my 3D-printed 64mm EDF F-22 has resulted in several changes to the flight setup. During the maiden flight, I initially flew with low rates (85% with 25% expo) but quickly had to switch to high rates (100% with 25% expo) because the aircraft was making very wide

turns. Even at high rates, the elevon-controlled F-22 still did not have the turn response I was looking for.

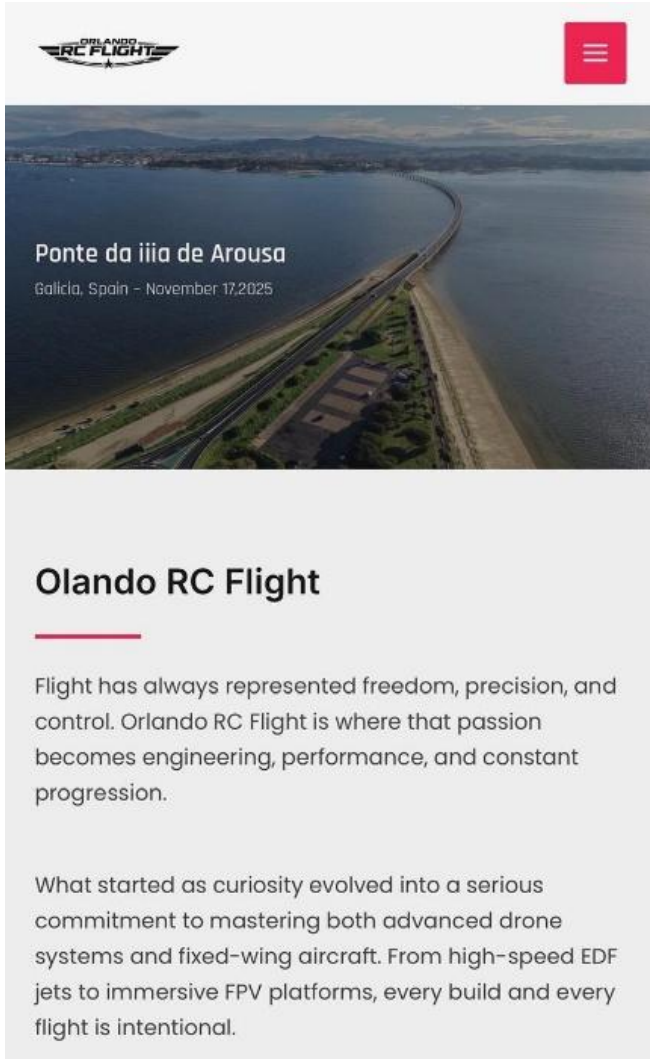
For the second flight, I increased the elevator component of the high rate to 110% while keeping the remaining settings unchanged. This noticeably improved the aircraft's pitch authority and helped tighten the turns. Another issue encountered during the maiden flight was what initially appeared to be a thermal power shutdown, which contributed to the aircraft stalling, as shown by on-board video cameras. I subsequently added ventilation openings to improve airflow around the electronics. The additional cooling helped, and there was no apparent thermal shutdown during the second flight; however, both the ESC and battery are still running hotter than I would like. I am now considering upgrading the current 40A ESC to a 60A unit to provide additional capacity and thermal margin.

2.) Building an Online RC Aircraft & Drone Portfolio

I am currently building a website dedicated to documenting my RC airplane and drone hobby. The goal is to create a personal, cloud-based portfolio where I can keep aircraft information, flight videos, photographs, setups, modifications, and ongoing projects organized in one location.

The site is hosted through Bluehost and built using WordPress, Elementor Pro, and Advanced Custom Fields (ACF). Elementor provides visual design tools and widgets, while ACF allows me to create structured templates for repetitive content such as aircraft profiles, galleries, videos, and projects. Instead of designing every new entry from scratch, information can be entered into predefined fields and displayed using a consistent layout and style throughout the website.

The website is still a work in progress, but once completed, it should become a great long-term archive of my RC hobby and a way to preserve projects, flights, photographs, videos, and memories for years to come.



3) FPV System – Spektrum SRXL2 Update

Work is also continuing on the FPV system for the T-28 airplane. We encountered a significant issue while attempting to connect the flight controller to a Spektrum AR10360T receiver through its SRXL2 port.

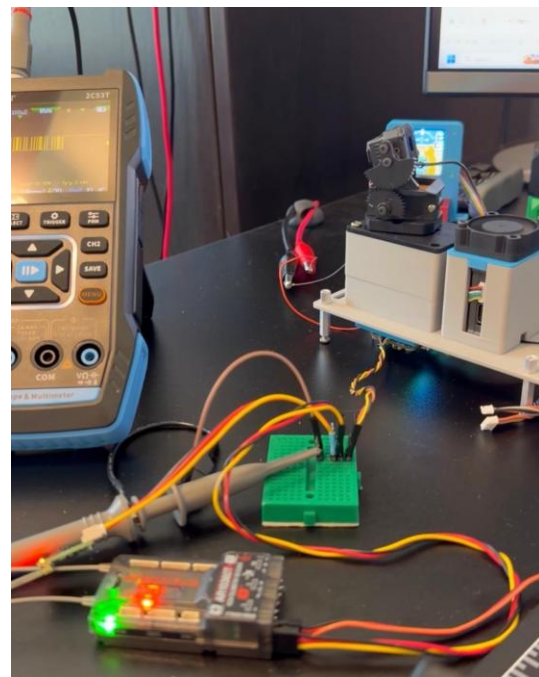
After considerable troubleshooting and eventually contacting Spektrum Technical Support, Spektrum confirmed that the SRXL2 port on the AR10360T is intended for connecting an SRXL2 satellite/remote

receiver and does not provide the SRXL2 serial output required by the flight controller.

This was disappointing considering that the AR10360T is approximately a \$200 receiver and is advertised as SRXL2 capable, with a physical port labeled SRXL2. The distinction between an SRXL2 connection for a remote receiver and a SRXL2 serial output for other devices is not particularly clear from the product information.

Fortunately, Evgeny was able to get the system working by using the AR10360T and SPM4650 simultaneously. The SPM4650 provides the SRXL2 serial connection to the flight controller, while the AR10360T handles the aircraft's primary servo and control functions. This configuration is now communicating and operating correctly.

Once installation and configuration in the T-28 is completed, I plan to begin posting in-flight FPV videos showing telemetry, along with more detailed specifications and information about the system.



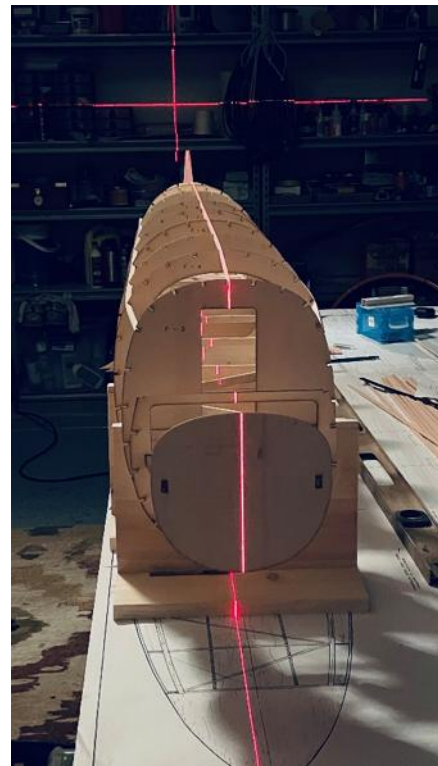
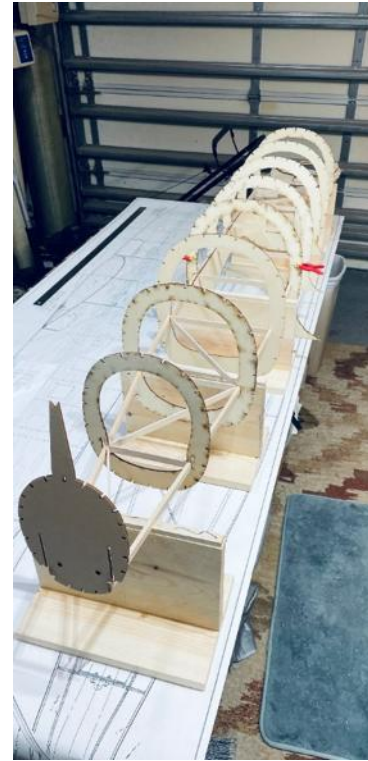
ZIROLI DC3 BUILD

by Russell Berr

I was asked to build this kit and make it into the United Airlines model. It was purchased from an Alvin member who didn't want to take on the task. What he had included the laser cut kit, plans, two Zenoah G-38's with mounting cups and spinners/props, Robart retracts / tires as well as the fiberglass nosecone, and engine cowl. Before I started on this build, I made sure to get all the additional materials I would need so as not to stall mid-build. All the additional wood and servos / wiring and fiberglass cloth and resin were collected.



Most Ziroli builds start by making a "crutch" and making a jig to allow building the fuselage elevated off the plans. Since I did my P47 the same way this was nothing new and there were no surprises. After the 9ft long fuselage was framed up I started installing the stringers making sure to not build a bend or twist into it using a laser level setup on the ceiling.



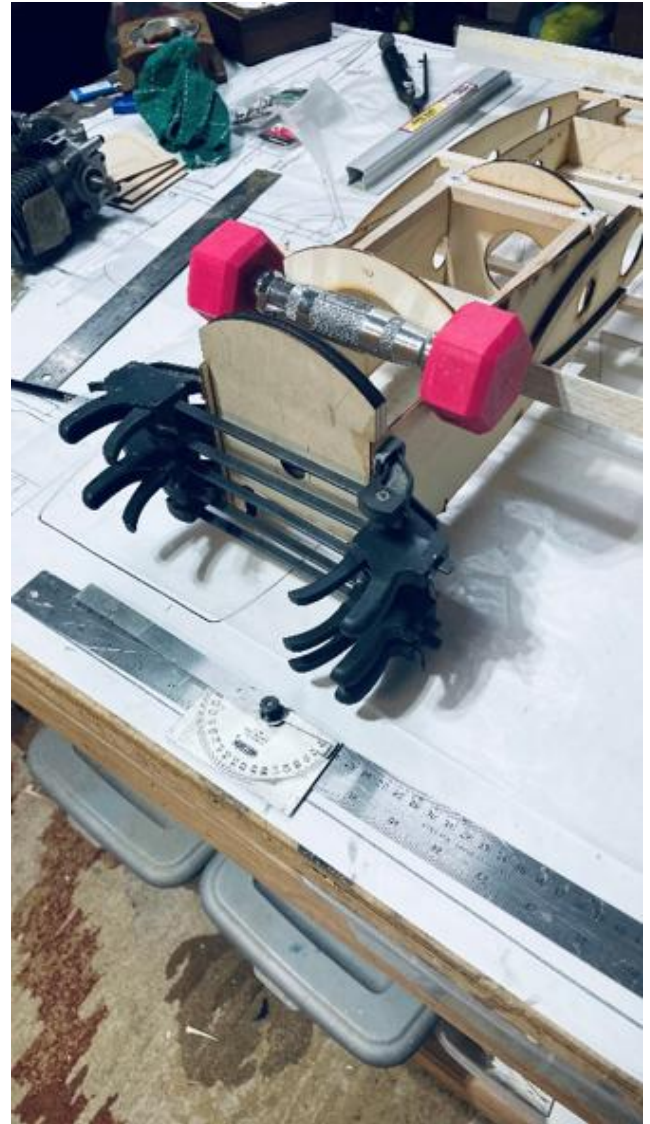
I then built the tail pieces and made sure to level and adjust the incidence to get them perfect and aligned before glueing on the fuselage. Then the long and tedious job of strip planking started. Again, using the laser level and working side to side as to not build in a twist or bend. This takes a lot of cutting and sanding to get the strips to fit, several hours spent on glueing these in but the final result came out perfect. A straight fuselage!

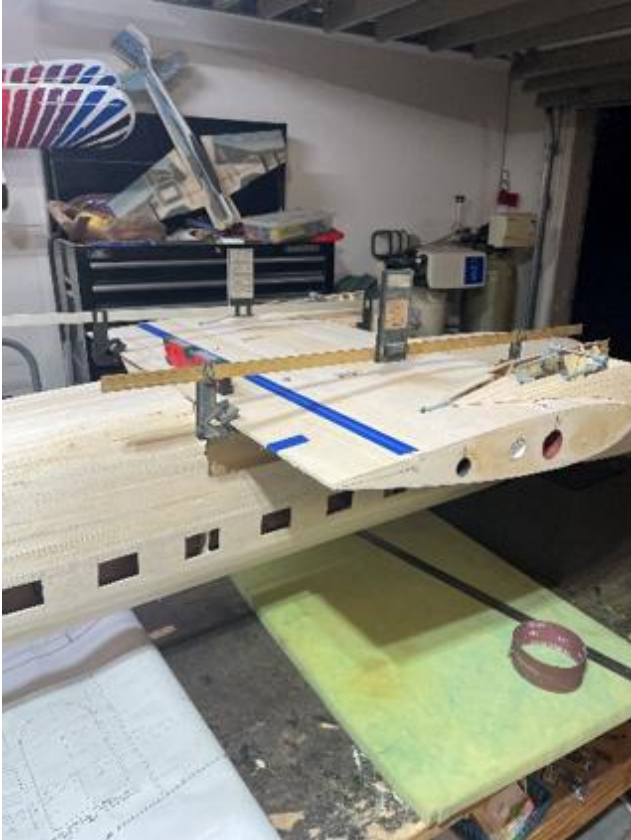


Now on to the three wing sections, the outer panels were like any other Ziroli kit, use a small piece of stock to jig up the wingtip for the required washout to be built in. Once framed up, the servo bays and wing tube pieces were glued in. The center section has a lot going on inside of it. Flap servos, engine throttle servos and pushrods, fuel tank and tubing run and all the electronics. After

framing it up and setting the engine thrust line; the firewalls were epoxied in place and that area strengthened. Next was building / sheeting the nacelles, another tedious job just like the fuselage. After the wings were completed and before sheeting, I made sure to get the wing tubes on the center section installed and glued in with the outer panels to ensure they were aligned and straight then I sheeted the wings. The wing was fitted and incidence set on the fuselage and mounting holes drilled. Measure 20 times, drill once! The wing fillet was a pain to get right but it looks great.







Now onto my favorite part, glassing! I bought 50 yards of 1oz cloth and so far, two quarts of West Marine resin. The glass work was done in several stages to allow each side to dry for several hours before moving to the other sides. Turned out great! After sanding and filling, sanding and filling and a little more sanding and filling I was finally ready to lay down the panel line tape and build up some primer layers.





Once we get a little cooler weather and the garage isn't a sauna, I will get back on with the finishing steps on this build. This is a very large model that as you can see takes up quite a bit of room. Can't wait to get it finished and out of the garage. Until then.....



Upcoming Events

9/12-13 Fort Bend Pattern
9/16-19 B17 Gathering and Warbird
9/26 Alvin Fun Fly
10/2-4 Best Electric Fly in, New Waverly, TX
10/2-3 Warbirds, Space city, Katy, TX
10/9-10 West Texas Warbirds

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

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