



The R/C Flyer

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Next Meeting – January 11, 2007, Clear Lake Park Building – 7:00 PM



In The Pits

By Michael Laible

Welcome to the new year! If you didn't make it to the JSCRCC Christmas party you missed a good time. Not to get ahead of myself, but hope to see you next year, second Thursday of December. The Model of the Year award went to Ken White. We had five models and every model was built from scratch. WOW, we have a great membership that likes to build. Lets keep it up.

The next meeting will be January 11, 2007. It turns out that the first order of business will be to organize a work party to repair the canopy. It is gone!!! The storm of December 29th took care of the canopy. We also need to get some debris removed and fix the frequency box. I hope to have a meeting with NASA prior to the January meeting to coordinate who will purchase the new canvas and in fact if they want to install it.

Other items I plan to go over are:

- Coordinate email list with member applications
- Baseline budget for 2006
- JSCRCC logo hats and shirts

Now for the fun stuff. Between destroying my Hellcat, Lazy B, and yes, the Bearcat (this one is repairable), I managed to find time to finish a 1/5 scale Cub on floats. Below is a picture of the finished product. I tried to scale as much as possible, with pilot, cockpit, foot step, gas cap, float rivets, etc. The plane looks real in the air and it was a fun project. However, read all the instructions. After the first flight on water and a wet landing, the plane felt tail heavy. It didn't fly that way on land and the balance point was the same. Low and behold Herman Burton pointed out that the instruction on the floats said "Move CG 3/8" forward with floats". Nah I said, sorta made sense because the floats would change the aerodynamic center, Hum. Herman showed me the exact statement and even had it underlined. Oooooops. No harm. Got her all fixed up and ready for the next float fly with the correct balance.



Great Planes Cub on floats

Throughout the year I plan to take pictures and keep everyone informed on the progress of the Burton-Laible B-24 project. The plane is a Don Smith plans, 1/9 scale, 146" wingspan B-24 bomber. We thought, what the heck, can't keep one engine running, maybe four will be easier. :) Anyway, below you can see Herman with one big pile of balsa. The kit package arrived from "The Aeroplane Works" all labeled and wonderfully done. I highly recommend them for future projects.



Herman with the B-24 Kit

The project officially got started on December 28th, 2006. Since then I have completed the basic frame work of both fins and rudders. Its nice to build a big bird again. I moved the hinge points to be in the sclae locations. I also redesigned the rudder to be clothed covered instead of sheeted. I just can't keep my hands off the plans, you know, got to redesign everything. Oh well, it seems to be turning out just fine.



B-24 Fin

This is all for this month. I hope to see you at the meeting and remember, we should have Crasher 4 for entertainment.

See ya at the field.

Mike

Model of the Year Winners for 2006

Four models competed for Model of the Year. The winners are:

1st place – Ken White



2nd place - Rene Saenz



3d place – Don White



Great job guys!

2007 Federal Holidays

Just a reminder that flying at the club's field is permitted during the day on all federal holidays listed below.

- Monday, January 15th
- Monday, February 19th
- Monday May 28th
- Wednesday, July 4th
- Monday, September 3d
- Monday, October 8th
- Monday, November 12th
- Thursday, November 22nd
- Tuesday, December 25th.

Editor's Note: The following two articles are from the AMA's national newsletter. Hate to keep doing this, but not getting any inputs from our own members leaves me no choice. Come on folks, how about some articles on projects in work, reviews of new planes or equipment etc.

Working With Carbon Fiber or Fiberglass

You may have noticed that your tools do not last very long when sanding or filing carbon fiber or fiberglass. Even the best hardened tools will loose their edges when working with these materials. One trick I have found is to use a metal cut-off bit in my high-speed motor tool, but instead of using it at high speeds, I use it at low speed. I do not want to melt the resin as it will just wreck the bit. High-speed tools are great for many tasks, but when it comes to carbon fiber or fiberglass, I prefer to use these tools in the slowest setting possible.

Carbon fiber and fiberglass are great lightweight products used throughout our hobby. Sometime we may not even realize that we are working with these products since many airplanes are made of balsa and have a shrink-like covering, such as MonoKote or UltraKote.

Many of the airplane's motor mounts are made of a plastic material which in many cases is carbon fiber. Carbon fiber and fiberglass can be deadly if inhaled. These materials can not be dissolved by the body and will remain in your lungs. The body will try to rid itself of this foreign material and can cause respiratory problems and possible death. When drilling, filing, or sanding anything that looks as though it is made of plastic, carbon fiber, or fiberglass, it is always best to wear a good mask that will filter out the very small particles you will be producing. The best mask you can buy and one that uses a carbon filter and has a good, tight fit is the one you should use.

You should also wear some sort of eye protection because removing fiberglass dust or particles from your eyes will not be a pleasant or easy task.

—*from the Batavia RC Flying Club Web site, Batavia NY*

Battery Incident Report

By Carl Maroney, Director of Special Services

This is a summary of modeling incidents reported to the Academy involving nickel cadmium, nickel metal hydride, and lithium batteries. We wish to bring to your attention that improper usage and/or not following the manufacturer's recommendations may result in fires.

Proper battery maintenance is important. Please read and follow safety warnings and instructions furnished by the manufacturer. It is recommended that lithium battery packs not be left unattended while being charged.

Please note that the comments in the description of the incident were copied directly from insurance report forms provided by members.

—AMA Safety Committee

2003 INCIDENTS			
DATE OF LOSS (yymmdd)	STATE	TYPE OF BATTERY (If known)	DESCRIPTION OF INCIDENT
030308	CA	Unknown	Battery charger caught fire in back of member's truck. No further information available.
030621	CA	Unknown	Member was charging his receiver battery in his apartment when he heard an exploding noise. The battery had exploded and caught his airplane on fire.
030726	NE	Unknown	Member had put radio on standard charger in trailer to charge overnight. Another flier came later to the member's RV to tell him the trailer was on fire.
2004 INCIDENTS			
DATE OF LOSS (yymmdd)	STATE	TYPE OF BATTERY (If known)	DESCRIPTION OF INCIDENT
040423	WV	Unknown	Per first contact information, airplane was put on charger and battery pack blew up. No further information available.
040428	TX	Unknown	Per first contact information, member was charging radio and battery caught fire; burned/melted transmitter. No further information available.
040703	GA	Lithium Ion	Member was charging a Lithium Ion battery in the back of his vehicle. After his approximately 10-minute flight, he turned around to find his vehicle full of black smoke. He ran to the vehicle, opened the window to find his airplanes and other equipment on
040912	TX	Unknown	Member placed his aircraft on charge. The aircraft was being charged with a four-output charger, the transmitter with a one-output charger. He had also replaced Ni-Cds in transmitter with a 1100 mAh transmitter battery pack. At approximately 11 p.m. CST on
040929	FL	Lithium Polymer	Member left models and batteries in his minivan for approximately 30 minutes. When he returned to the car it had caught fire and been destroyed. Per the member's statement in first contact, fire investigators stated the fire was caused by the Li-Poly (Lit

041015	FL	Lithium Polymer	Member plugged his battery pack in to the charger and it showed three cells in the window. He then pushed the arrow to increase it to four cells and started the charge. About 10 minutes later he noticed that the second set of cells was starting to get ext
041118	OH	Lithium Polymer	Member was charging a Li-Poly battery in the back of his truck; battery exploded and caught the cab of the truck on fire.
041230	MI	Lithium Polymer	Member was using a universal charger charging the battery in his garage when it caught fire; six amps was the charge rate. After fire started member noticed an error message on the charger; temperature was about 40 degrees.

2005 INCIDENTS

DATE OF LOSS (yyymmdd)	STATE	TYPE OF BATTERY (If known)	DESCRIPTION OF INCIDENT
050131	NC	Lithium Polymer	Charging battery in car and battery exploded. No further information available.
051109	RI	Lithium Polymer	Member placed a 1500 mAh Li-Poly on charge. Fifteen minutes later smoke alarm in garage sounded and entire airplane pack was engulfed in flames. Member assumed charger malfunctioned; fire fighters ruled it as general electrical fire.

2006 INCIDENTS

DATE OF LOSS (yyymmdd)	STATE	TYPE OF BATTERY (If known)	DESCRIPTION OF INCIDENT
060409	IL	Lithium Polymer	Member was charging battery in his garage. The battery was inside a fire-lock box. It ignited and burned everything within a 4-6 foot radius around the box. Per member's assertions, battery was charging properly at manufacturer's recommended settings.
060416	OH	Unknown	Vehicle was parked in driveway; possible battery fire. Fire happened in the middle of the night so fire depart,emt was not called because it burned itself out. AMA sent a battery-fire form to gain more information on this incident.
040627	TX	Unknown	Member was charging battery in back of truck but stated he didn't charge it right; no further information available on this incident. AMA sent member a battery-fire form to gain more information on this incident.

Murphy's Laws Revisited

*By Al Coelho, Longmont Aircraft Modelers Assoc.,
Longmont, CO*

Murphy had some laws; here are some of Al's.

1. Law of mechanical repair: after your hands become coated with grease your nose will begin to itch or you'll have to go to the bathroom.

2. Law of tools: any tool, when dropped, will roll to the least accessible corner.

3. Law of probability: the probability of being watched is directly proportional to the stupidity of your act.

4. Law of the telephone: when you dial a wrong number, you never get a busy signal.

5. Law of the alibi: if you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.

6. Law of lanes: if you change lanes in traffic, the one you were in will start to move faster than the one you are in now.

7. Law of likeability: as soon as you find a product that you really like, they will stop making it.

8. Law of close encounters: the probability of meeting someone you know increases when you are with someone you don't want to be seen with.

9. Law of the result: when you try to prove to someone that something won't work, it will.

10. Law of biomechanics: the severity of the itch is inversely proportional to the reach.

11. Law of carpets: the chances of an open-faced jam sandwich landing face down on a floor covering is directly correlated to the newness, color, and cost of the carpet.

12. Law of logical argument: anything is possible if you don't know what you are talking about.

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