



# The R/C Flyer

Volume 39, Issue 2

February, 2014

**Next Meeting – February 13th, 2014, Clear Lake Park Building– 7:00 PM**



## IN THE PITS

by Mike Laible

As usual I always wonder what I am going to fill this page with. This month has been no different.

However, last Sunday at church a 92 year old lady, Grace, told me that her 70 year old daughter was all in a tizzy about turning 70. She said “I told her age is a state of mind, your body may get old but keep your mind young”. I really started thinking about that and something struck me.

Think about it. Flying RC aircraft turns us all into little boys (or girls). You have to admit, our bodies may get older but our smiles are always the same when someone brings out a new aircraft or we put a new one in the air. We get giddy and feel young at heart. This is even true for a builder like my Dad. He has bad arthritis in his back but getting up and building on his latest Christmas present gives him a young mind and something to look forward to. I know I get young at heart on a new flying creation. With the world of electrics/foamies, we can even enjoy this longer in our life

It is a wonderful hobby and I would never trade it. Stay young at heart.

OK, enough with the gushy stuff. How about carbs. No, not diet carbs, walbro carbs.

Two weeks ago I could not get my P-40 running right. It was flooding on the low end when I would try to start it. This seemed to be happening more often lately. All the troubles I had were fuel related so I figured something was wrong with the carb.

I found a great manual on walbros from walbros themselves. The manual informed me that the float must be closed at low idle. HUMMMMM, took the carb apart and the diaphragm controlling the float was very brittle, see pic below. Also, the pump and reed valves were brittle.

WALBRO MANUAL:

<http://www.walbro.com/media/21936/SERVICEMANUAL.pdf>

Diaphragm



Pump and reed valves



Well, I got the old credit card out and bought 3 replacements kits. Its nice to have Fuji 50, 64, Zenoah 45 and 62. One kit fits all.

The pictures below show the new diaphragm and pump. Looks a lot better than the old ones.



So, if your engine and carb is over 3-4 years old you may want to check the gaskets. I'll let you know how she runs but I am confident that was the problem.

On a closing note, check out this youtube on a fly in over in England. Some nice models.

<http://www.youtube.com/watch?v=D7-IUBm-Guw>

I just finished a book and I would put it in the must read. It's called "A Higher Call". Incredible story of a German and American Air Force pilots.

As always, Godspeed and safe landings.

Mike L.

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## **JANUARY MEETING**

*by Mike Laible and Kent Stromberg*

The January meeting had a little bit for everyone. Smoke planes, aerobatic plane, heavy metal, and one from the great war (WWI)

The first picture is Kent Stromberg's Great Planes Ultimate. Kent did a great job covering the plane



The next plane is David Angel's Top Flite 60 size Corsair. The model is covered with fiber glass cloth and painted with Home Depot Behr Latex. He did spray a coating of Luster coat clear for fuel proofing (note – Lustercoat will melt a canopy). It's a nice looking model and should fly great.



Below is my Balsa USA SPAD XIII. This model was built by my father in St. Louis. The model is covered with Solar Tex and painted with Behr Latex. Since the meeting I ran the engine (g-45). Everything seems to be in great shape and ready to fly.



Another picture of the SPAD showing the cockpit. My Dad did a great job.



The model below is Herman Burtons Contender. Herman brought in the model to demonstrate his new smoke function.



This is a close up of Herman installing the smoke cartridge



Model of the Month winner is David Angel with is Top Flight Corsair.



## MINUTES

- Guests 2.
- Treasurers report \$5293.80.
- Membership report - 64 members.
- Mike will be meeting with NASA on MOU.
- Mike has reserved 3/29 For Iron Mike Swap meet. Will be held from 9:00 to 2:00 Fitz Walker will deliver Flyer which should be done for next meeting. Ad was placed in AMA magazine.

- 4/12 Will be the Spring Fun Fly.
- 10/11 Will be the Fall Fun Fly.
- Mike will discuss with Brian, Dave and Charlie on getting Field and Safety rules completed.
- Will need to sweep run way of rocks.
- We need to look into emergency number to call posted at field. Number is:  
**281-483-3333**

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## **SCALE IN ALL FORMS**

*by Cecil Sorres*

These pictures are my FMS 1400 millimeter wingspan Corsair. I have changed the paint scheme to represent the Corsair flown by Navy lieutenant JG Kepford in VMF 17 in the Solomon Islands during WWII. The decals are by Callie and the paint is latex from Home Depot.



I made the entire bottom of the plane white which is a slight deviation from scale due to my tired old eyes having problems with orientation when it was all blue.

The scale tail hook came with the aircraft in the stowed position and I changed it so it would hang down on approach for more realism.

The pilot is from Aces of iron and has several hours of detail painting on it. I opened the cockpit canopy for more realism, Navy pilots always take off and land with the canopy open, and I wanted the pilot to be visible. The CG location with the aircraft instructions is wildly off. I have shifted it 15 millimeters forward and it is getting near where it should be, each flight is a test flight. The flaps look good and stabilize the landing.



James made some excellent pictures of it configured for landing and even made it approach a carrier deck.

Thanks again for the great photography James.



Anyway, as of this writing I am heading out to JSC at 4 PM to do the final taxi test. The mufflers are on, props balanced and I am going to perform final engine test.



## CHECK YOUR BATTERIES

by Russel Shanks

It's of paramount importance to check the condition of your batteries **BEFORE** you fly. Since on electric powered planes/helis there are no "flight batteries", your whole setup is dependent on your main battery. Even if you have a separate battery eliminator circuit, or BEC, it still depends on the main flight battery for juice. If the battery is too low at the flight start (like you forgot to charge it from last time...been there, flew that) then at best your motor will run out of power very quickly and force a quick landing. At worst, your electronic speed control (ESC) will "brownout" and you will lose all servo control usually resulting in an unscheduled, off-runway landing.

On a fully charged battery, your ESC will calculate enough power to fly and have a reserve to run your servos (should the power for your motor run out so that you can plan a landing).

One of the best little device for electric flyers is the "lipo checker". It comes in many brands and form factors. Below are a couple for your consideration:

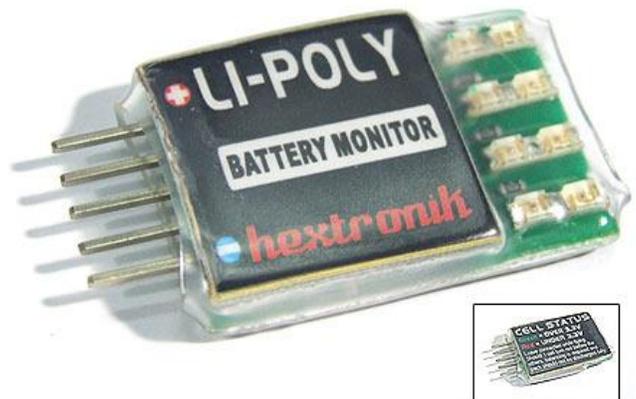
[Hobby King Cell Checker](#) (just click on name for link)



All you do is plug your balance tap of your battery into the checker and it will read the voltage of each cell, up to 8 cells. You can also leave this unit plugged into your battery in flight and it will warn you by beeping when it gets to the target voltage. Some are louder than others so the plane has to be pretty close to you to hear it. Just make sure the black wire is to your far left and it will figure out how many cells you have.

Remember each cell of a lipo battery reads 4.2v when fully charged so a three cell battery would read a total of 12.6v for the "ALL" number that it gives you. I recommend flying at no less than 3.7v per cell so a low figure would be 11.1 volts. Incidentally, that is how manufacturers talk about lipo batteries...a 3 cell is 11.1v, 4 cell at 14.8v, etc.

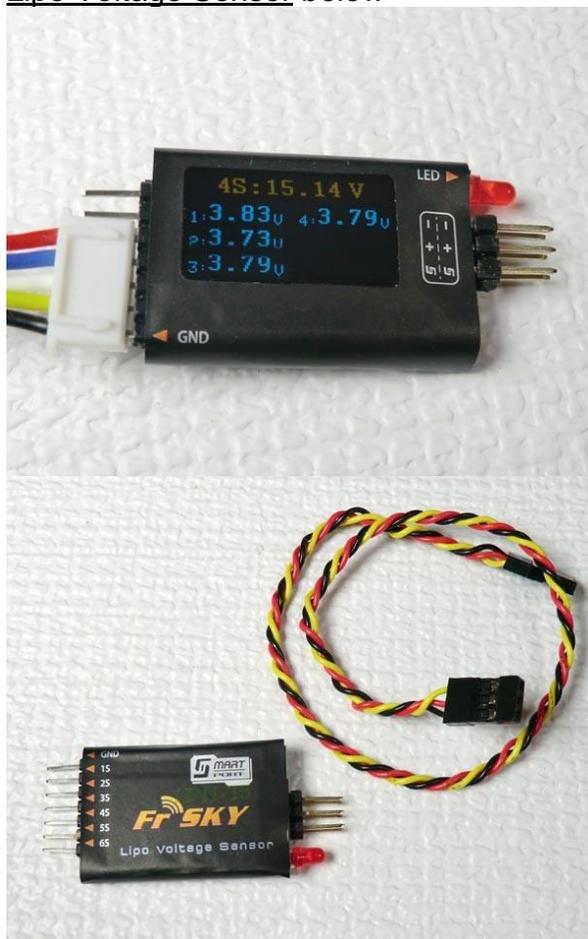
Another "must have" for lipos is the load checker. This [Battery Monitor](#) (click for link) is a handy little jewel to check for bad cells in your battery under load.



Your lipo checker may show the proper charge voltage for your fully charged battery BUT under load one of the cells fail and your ESC goes to low voltage cutoff (LVC) and your motor stops and you have a quick landing procedure. If you have a suspect battery, hook up the battery tap and run up your motor and see if any of the lights go red under load. If so, time to buy another battery!

The exciting new technology is “smart sensors” on the newest transmitters that display your battery pack’s voltage right on your radio’s display screen.

Lipo Voltage Sensor below



There is even one transmitter/receiver/smart sensor combo that talks to you and warns you when the voltage starts getting low. It's the new, open source, Taranis system by FrSky. Here is the sensor below that can be

used as a stand alone lipo checker also. For those interested...here is the link to that Taranis system...I have one and am currently trying to figure out all of the programming aspects of it. It's exciting because it is infinitely customizable but there is a pretty steep learning curve.



It takes the best of Futaba FASST and JR's Spread Spectrum plus you can play any .wav sound file on it and customize any button, slider, stick, etc. It can handle up to 32 channels easily too...I think it's the cat's meow!

By the way, I have no affiliation with Hobby King or Aloft Hobbies...they just post great pictures and it's easy to show you this information.

Stay warm!

**Always fly two mistakes high!**

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## **SAMS #82 CORNER**

*by Don White*

It is time to pay your dues to renew or become a new member of SAM for 2014. The dues are \$30.00. To join download the application from: [www.antiquemodeler.org](http://www.antiquemodeler.org). They have a way to pay using PayPal if you have an account; otherwise it is the snail mail method. Please report your SAM number to me when you receive it in the mail so I can maintain our chapter membership. Don White at: [white1962@sbcglobal.net](mailto:white1962@sbcglobal.net) The SAM Speaks magazine comes out 6 times/year and is included with your membership. In previous issues of the JSCRCC Newsletter I have outlined the reasons for becoming a member but basically we just like to build and fly the old airplanes. If you need some motivation to join let me know and we will invite you to the next coffee meeting, held monthly at MacDonalds near space Center. Please consider joining NOW!

## **Upcoming Events**

April 19 Alvin Warbird  
April 26-27 New Waverly Warbird  
June 6 Monaville Warbird, all sizes  
June/13-14 TCRC Big Bird  
June/13-15 Warbirds over Texas  
June/28 Rosenberg Big Bird  
Sept/18-20 B-17 Monaville

## **Club Officers**

President:

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Jerry Litjen 713-253-9887 (Cell)

Treasurer:

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832-689-620(Cell)

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281-724-3762(W)

Membership Committee

Herman Burton 281-474-7133(H)

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Dave Bacque 281-486-1695(H)

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832-689-6201 (Cell)

**Fixed:**

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281-226-4192 (W)

James Lemon: 832-385-4779

Clay Bare: 281-488-2992

Herman Burton: 281-474-7133

Dave Bacque: 832-216-2566

Tom Altmyer 713 591 2859

**Heli& Fixed:**

Brian Campopiano: 832-524-9590 (H)

## **The R/C Flyer**

Articles and Want Ads may be submitted to the Editor, Mike Laible at [mrlaible@sbcglobal.net](mailto:mrlaible@sbcglobal.net)

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## **Club Homepage**

<http://www.jscrcc.com>

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## **ITEMS OF INTEREST**

Supported Special Interest Groups:  
SAM Chapter 82, Membership, Don White, [white1962@sbcglobal.net](mailto:white1962@sbcglobal.net), 281 883-9159.