



# The R/C Flyer

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March, 2016

**Next Meeting – March 10th, 2016, Clear Lake Park Building– 7:00 PM**



## IN THE PITS

By: Charlie T.

While Mike is out playing in the snow yours truly was asked to put together the newsletter for March. After the article rich February newsletter it will be tough to match. But here it goes.

## **Mike's Trip to the Antarctica**

By: Mike Laible

Not many people have flown drones and this is the first for the Wilkins Aerodrome. Got an email telling me the container was cleaned out and will be my new house for a month. The Aussie's are excited.

My new home



My new work garage.



And my new runway. This is Misty showing off the runway. The plane in the back is the DC3 the drone will augment for data. As you can note, this would be a hard day to fly FPV – no horizon.



## **News Flash!** (Thanks to Herman Burton)

Just heard that as of Friday 3/4, Mike is in Hobart, Tasmania and is scheduled to be home Monday evening. The Australian government had a research vessel in the Antarctic, and it broke loose from its moorings several days ago. All 68 people aboard the

research vessel were rescued. The decision was made to remove all unnecessary individuals from Antarctica, and return them to Hobart, plus cancel any other activities those affected individuals might have left undone.

Mike's (and his sponsor company) efforts are finished. He said via sat phone he got in lots of flights with the drone while he was there.

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## **FEBRUARY MEETING**

### **Minutes of Feb-11-2016 meeting**

#### **Guests/new members**

Glenn Pope  
Kent Villarreal  
Patrick O'Neal

**Membership** - 64 members and 2 new that signed up tonight. Total 66

**Treasurers report** – \$3786.24

**Old Business** - Revised hand book discussed. Motion made by Brian Compopiano to approve the February 19<sup>th</sup> version of the Handbook. Motion seconded by Don White. Motion to approve passed by acclamation of all present. Hand Book will be available on the Club's web site.

Mike announced he will be going to Antarctica for a month to fly a plane to map the ice sheet. Discussion followed.

Mike has a meeting with Boeing to possibly sponsor the War Bird event. He will also discuss with NASA getting on the Field on Friday before for setup and practice flights.

#### **Swap meet**

Everything is moving forward as planned except the food. Also need to arrange for a money box with change.

Sympathy card for Boyce passed around for signatures.

#### **New business:**

Discussion took place and it was agreed that the club position was to register with the FAA if you fly at the JSC field.

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## **FEBRUARY 2016 MOM**



Ken White's Old Timer "Playboy". It was purchased at Mike McGraw's estate sale and converted to electric. The motor is mounted to the front of the gas motor mount.



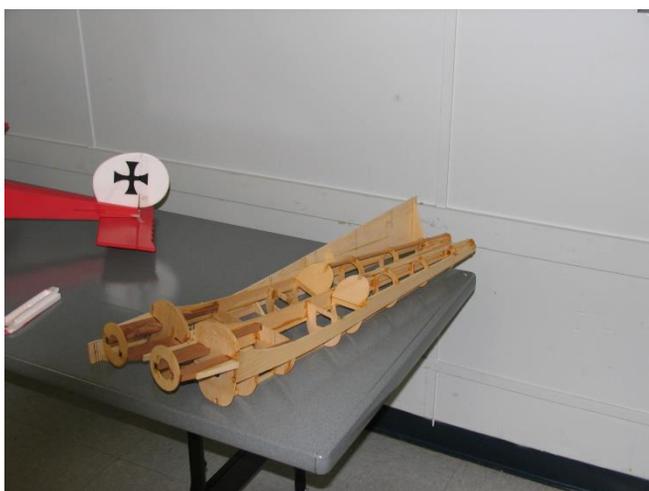
Ken White won Model of the Month for February with his Playboy.

And before it is forgotten again, the following pictures are of Ken White's January Show & Tell of his P-38 project. The P-38 is being built from an old Royal kit, which is a box of balsa blocks and sticks. The two nacelles were built using a home made jig. The jig allows the bulkheads to be mounted at the right height and angles per the plans. Both a left and right nacelle were built using the same jig.

## P-40 Warhawk Build II

By Herman Burton

Last month I wrote an article and shared some photos of my current building project, a 60-size P-40E Warhawk. In that article I mentioned that the 90-degree rotating retracts were exactly the same as the more famous F4U Corsair, and I should have no problem finding electric retracts for my plane. The first photo below shows the struts I have purchased for my P-40E, which fit the FMS electric retracts. The careful and attentive reader will notice the struts and tire covers are a beautiful deep dark Insignia Blue, exactly the same color as would befit an F4U Corsair. Which, unfortunately for my warbird, is exactly what FMS makes them for. Unless I had chosen to purchase Robart retracts, which for monetary reasons I did not want to do, the only retracts available I was able to find were FMS Corsair retracts. Part of my construction efforts on the P-40E will be to repaint the landing gear the neutral grey of the underside of the plane. Frugality has its price to be paid.



At this time the wing is completely finished and sheeted. The second photo below shows the various individual pieces that are required to build each wing tip. There are

seven separate pieces for each tip: rib #13, 2 sub-spars from rib #12, a solid block leading edge about 2" long, another 2" long balsa block trailing edge piece, the wing tip, a 3/4" thick X 3" wide X 8" long solid balsa block, and 1/16" balsa sheeting between ribs 12 and 13. After the pieces are all glued into position, carved and shaped into final shape, the wing tip is complete and is quite robust. With a tendency for the plane to ground loop during taxiing and/or landing, if what I have read about the full size airplane is accurate, I am quite sure a heavy-duty robust wing tip will be appreciated by the pilot!



The fuselage construction is progressing nicely, as can be seen in the next photo. For the most part, the fuselage uses formers, longerons, and sheeting construction. One nice feature I really like is the kit has a slight right and down thrust built into the firewall components to compensate for engine torque, and to help assist the plane to fly properly. But to keep the tip of the engine spinner dead centered at the front of the cowl, the bolt pattern for the engine mount is offset. By doing so, when the engine is mounted and the propeller plus spinner is installed, the prop will be square to the front of the cowl. A nice touch of engineering!



However, parts of the fuselage have a different construction technique than I have experienced in previous warbirds. The fuselage from the aft edge of the wing to the tail is quite tall and skinny, with severe curvature top and bottom shapes. So, the kit designers decided to use multiple pieces of solid balsa on the top and bottom to allow the builder to obtain the final shape not obtainable with sheeting alone. This technique makes for more carving and sanding than many other kits, but the final cross section is true to scale. As construction continues, I will write additional articles about the finishing, engine installation and detailing of this shark-toothed warbird of WWII.

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### Safety Tip

Heard a safety tip recently that I think is worth passing on. The tip applies to pilots that use a strap around their neck to support their TX. If not careful while leaning over to start a motor, the hanging strap can get caught by the prop causing serious injury or even death when the motor fires up. So the advice is to make sure the strap is moved behind the back and

not connected to the TX until the pilot is behind the aircraft. Safer yet, don't put the strap around your neck until behind the aircraft.

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### **UAS Registration**

Don't forget to have UAS registration information on all your aircraft. The AMA is trying to get approval for AMA members to use their AMA number for registration but as of this writing that proposal is still under discussion. So for now each aircraft should have your name, phone number, AMA number, and the government registration number somewhere on your aircraft where it can be seen without requiring any tools to get to. Make a bunch of sticky back labels and apply one to each aircraft and you are done (and legal).

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### **Upcoming Events**

March 12	Alvin Big Bird
March 19	Katy War Bird Fly In
March 26	JSC Swap Meet
March 31-April 2	Monaville Jet Rally
April 9	Texas City Warbird
April 16	Prop Nuts Flee Market
April 23	Warbirds over JSC
May 6, 7	Austin RC Warbird
June 10-11	Warbirds over Texas

### **FOR SALE**

Top Flite 60 size Corsair, kit built, Saito 1.25 4 stroke, Robart retracts. Asking \$1000.00, contact David Angel at rocketguy88@gmail.com

### **WANTED**

Ziroli B-25. Call Mike Laible 713-542-0987

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*Swap Meet  
March  
26<sup>th</sup>!*

## **Club Officers**

### President:

Mike Laible                    281-474-1255(H)  
   713-542-0987 (Cell)  
   mrlaible@sbcglobal.net

### Vice-President:

Jerry Litjen                    713-253-9887 (Cell)

### Treasurer:

Dave Hoffman                281-479-1945(W)  
   832-689-620(Cell)

### Secretary:

Kent Stromberg              281-480-0095(H)  
   281-724-3762(W)

### Membership Committee

Herman Burton                281-474-7133(H)

### Safety Officer:

Dave Bacque                    281-486-1695(H)

## **Instructors**

### **Chief Instructor:**

Dave Hoffman:                832-689-6201 (Cell)

### **Fixed:**

Mike Laible:                    713-542-0987 (Cell)

James Lemon:                 832-385-4779

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.jsrcc.com>

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### **Supported Special Interest Groups:**

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