



The R/C Flyer

Volume 39, Issue 4

April, 2014

Next Meeting – April 10th, 2014, Clear Lake Park Building– 7:00 PM



IN THE PITS

by Mike Laible

As I write this column I am sitting on my back porch, sun setting, a wonderful 70 degrees and I am bushed. You see this morning was the second “Iron Mike’s RC Swap Meet”. This year was well attended and major deals were made. After all the bills were paid the club netted \$175, over twice from last year. I feel this is a great success and equates to 5 memberships.

I picked up several items myself. One surprise was a Dremel scroll saw. I have always been wanting one and it works great. The other two big items were a Goldberg Sukhio kit and a Electric Jet, F86. My hanger is overflowing.

Next year we will get an earlier start and make it even better. Can’t wait. Next on my horizon is an all scale warbird flyin. We can make it one day and just have a blast. I like the all scale because it opens it up to electric and the 60 size warbirds. I have been to a couple and the all size are well attended. Thinking maybe next May. I’ll bring it up to see if the interest exist.

As everyone knows, I am fortunate enough to have a father that loves to build. He is going to be 86 and still going strong. He has taken on several big projects and is currently building the giant scale corsair. More info on this project can be found in “What’s Up”.

He had a little set back and was in the hospital for several days. Not to worry, had a skin infection that dropped his blood pressure. He is back at full power and has glued the wing and ready to start sheeting. The desire to build gave him a goal to get well.

I don’t know if everyone is aware but this father son combo started with my Dad building the prototypes of my designs. Yep, I have several original designs. Actual at one time (late 90’s) I was selling 5-6 plans a month. All these plans can be viewed at www.intergate.com/~u07772

In this issue you will see a continuation of the What’s Up column. My intention is that everyone will contribute with pics and small notes of what’s going on. I know everyone takes pics at the field, so send them in and we can share them.

Anyway, enjoy the newsletter and see you around the field.

As always, Godspeed and safe landings.

Mike L.

MARCH MEETING

by Mike Laible and Kent Stromberg

The March meeting picked up where the February meeting left off – great show and tells. We had a small amount of business talking about the swap meet and then it was onto the models. During the break after the business, I noticed everyone just mingling around and talking, discussing modelling techniques, flying, and general discussion. How nice it was to see this.

First up is a model that Fitz brought in that was for sale. I don't know who ended up with this (I think a friend of Tom Altmeyer) but what a deal. Full set up for a \$100.



Second up was Ken White talking about his BASLA USA DRI with his Glenn Torrence enhancements. He brought in all the special GT enhancements packs and it was something to see. The items included a highly detailed seat, machine guns, and even control yoke. The pictures don't do them justice.



Ken White talking about all his goodies.



Scale detail of the machine guns and seats.

Control yoke. Ken said he was not going to make it a working control stick. I think I remember someone telling me he lost his plane because the pilot arm got jammed and he could not move the throws. Everyone had a little laugh with this story.



Next up was Mike Laible (me) with my Top Flite giant scale P-47. I bought this kit in 2006 right before the B-24 was started. I finally got working on it full time at the end of 2013.

The picture below is the pilot. He has crossed over from the NAVY flying his Hellcat to the Air Core to fly the P-47. He has been having bad dreams about his last outing and is a little pale. Also note that he refusing to give up his Mae West life preserver. I hope he doesn't jam the control stick.



The P-47 complete and ready for fiber glass. It's always nice to see a project on all three wheels. It means you are getting close.



Here I am explaining that I am on page 57 out of 65, so you can only conclude I must almost be done. Yah sure, we know that's not true.



Lewis Florer showing off his Frankenstein plane of pieces parts from a lot of different members. He gave a big thanks and I hope he gets back to training real soon.



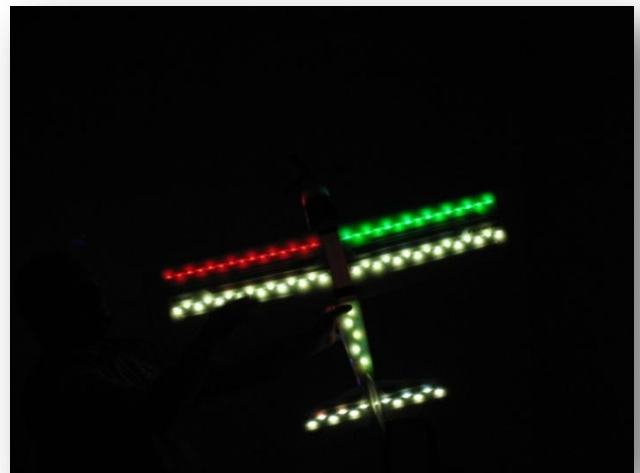
Bruce with one of his new gadgets. A hanger from Harbor Freight perfect for hanging all his planes. I believe he said it was under a couple of bucks. However, I would need about three on each wing for some of my birds.



Here is what it looks like with the lights off. Rather nice and inexpensive also. I think the whole plane was less than \$150, to be exact \$132.00 from HobbyKing.



Below is classic Bruce, describing something that everyone has to have with enthusiasm. Nah, actually, I think he was describing the embedded lights in his new model. It's from Hobby King and is called the Flybeam Night flyer



That's all for the show and tell of the meeting. See what you are missing!

MINUTES

- *New Members 2*
- *Swap meet discussion: to be on March 29th. Notices will be sent out electronically. Signs are made. Scott to buy Breakfast tortillas*
- *Easter weekend: Alvin Big Bird fly in*

- Discussed Shirt order will bring samples to next meeting
- Anemometer now at field need extension cord, now on battery power
- Emergency number for the back of Field passes are on Frequency Stand at field - 281-483-3333
- Treasurer report: \$5195.00 on hand

MARCH MOM



Bruce Hilty with his Hobby King Flybeam all it up.

WHATS UP

by Michael Laible

As I mentioned last month, I want this column to be about the going on around the club. I noticed last year I started a similar column called "Around the Club". I guess I forgot about that and now call it "What's up". Well, how about a morph of the columns, it is now going to be "What's up around the club". So here ya go:

WHATS UP AROUND THE CLUB

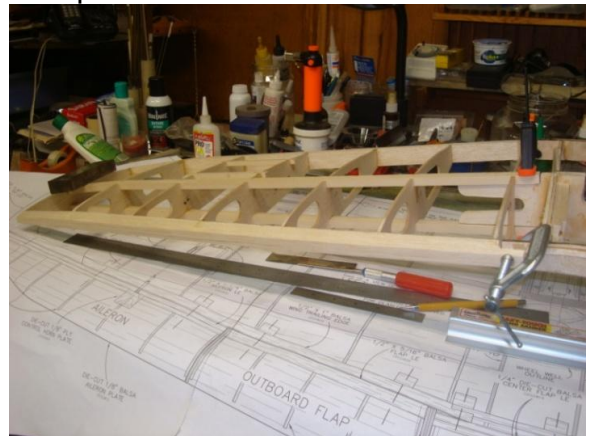
First I must mention that please send in any photos of what's going on. I'll work with you for the text. Simple and no pain. I know you guys have pics that would be interesting to the club members.

Well, gotta start with the St' Louis production plant up dates. I guess they wanted some time off and faked an illness but the management in Houston talked them into getting back to work.

Here he has the Corsair wing all laid out and ready for gluing. All the sheeting is edge glued and ready for placement on the wing.



A close up of the right wing. This wing is first sheeted on the bottom. What's nice is that I can download the instruction manual and it makes it easier to discuss the build process with Pop.



The next item is Larry Haltman from Livingston RC with his small DRI. I got to know Larry through Bomber field events and Don Fischer. Herman and I got to know him better when he was contracted to paint the B-24. We been talking and he sent me a pic of his latest project. This is a 65% scale model. WOW, it is big.



The size of this plane is insane.

That's all for now folks, until next time. Remember to send in those pics.



by Russell Shanks

E-Flight will be back in full force next month.

BRITISH SEA FURY MK II

by Herman Burton

Last month I wrote a short construction article about one of the better kit manufacturers' (Top Flite Gold Edition) 60-size Sea Fury. At the conclusion of that article, I stated there are some unusual features about the landing gear of that plane, and I would discuss those in the next newsletter.

I had the very good fortune of seeing one of only a small number of Sea Furies still existing in the world today when I attended the EAA Oshkosh event last year in central Wisconsin. I had been given the kit I am presently working on by Mrs. Santa Claus a couple of years ago, and knew I would soon be building the model. So, I took quite a few photos of the full size plane to assist me in the construction project.



The first photograph above shows the full size plane. The color scheme of this plane is very eye-appealing to me, and is the one I will use for my model. The second photograph, taken from the side, reveals the forward canted landing gear.



At the time I first saw the Sea Fury, I was impressed, and assumed (erroneously, as it

turned out) the model would not be able to duplicate the forward jutting of the main landing gear. But if you look closely at the third photograph, which is of the model under construction, you will notice the ends of the hard maple rails to which the landing gear trunions are attached to notches in the rib are inclined forward. I measured this inclination, and it turns out the gear are canted forward twenty degrees by design. This allows the main gear to fold back into the wing, but when extended the main gear wheels are slightly forward of this model's main spar. I have had trouble in the past with my other war birds having a tendency to tip over during taxiing, commonly breaking a propeller, and/or bruising the chin of the nose cowling. ☹ From all appearances, that problem should be substantially reduced with the Sea Fury model. I certainly hope so.



The next photograph shows the landing gear temporarily installed, prior to the bottom sheeting of the center section of the wing being glued into position. Again, notice the fact the main gear struts are not parallel to the wing spar, but inclined toward the rear of the wing by twenty degrees. So, with a 20 degree tilt forward and a 20 degree rotation rearward, the main gear, when deployed, will sit slightly forward of the center of gravity of the plane, but not quite as far forward as the full size plane. Regardless, the builder's hope

is the plane will not nose over as easily as other warbirds he has flown.



Almost every plane I have built since getting into this fun and enjoyable hobby has had the location of the wing main spar very close to the airplane's center of gravity (C.G.) Because of the necessity of trying to make the retractable landing gear close in appearance to the prototype, the wing main spar is considerably forward of the C.G. to accommodate the landing gear rails.

Instead of pneumatic retracts, I have opted to move to the new electric retracts from Robart. I have been told that with a 6 volt battery, the retracts will fully deploy up or down in 3 to 4 seconds. I think that will be a very nice scale feature, and I am looking forward to the first flight. I would have preferred an adjustable rate for deployment, built into the circuitry of the main control board, but Robart has not made that option available. But I will be much happier with a slow deployment, rather than the rapid pneumatic up and down of the earlier systems I have used. The previous photograph shows pneumatic Robart retracts, which the used to assist in the cut outs of the ribs when the gear is tucked up inside the wing. The trunions used on both the electric and pneumatic retracts are essentially the same, and I wanted to see how the retracts fit prior to sheeting the underside of the wing.

Until next month, happy landings!

Upcoming Events

April 5 TCRC Warbird
April 12 Prop Nuts Flea Market
April 19 Alvin Warbird
April 26-27 New Waverly Warbird
May 23-24 North LA Warbird
June 7 Monaville Warbird, all sizes
June 7-8 Texas Scale, Ft. Worth
June 13-14 TCRC Big Bird
June 13-15 Warbirds over Texas
June 28 Rosenberg Big Bird
Sept 18-20 B-17 Monaville

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ITEMS OF INTEREST

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