



The R/C Flyer

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Next Meeting – May 10, 2012, Clear Lake Park Building– 7:00 PM

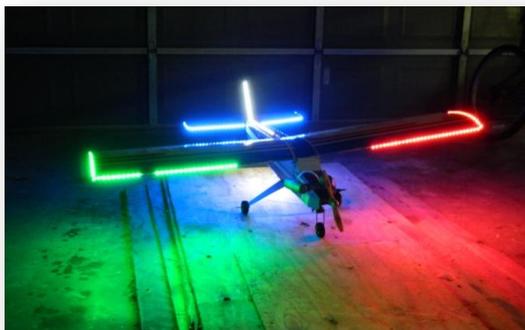


IN THE PITS

by Michael Laible

One of the things I love about this hobby is the friendships. After last month's meeting several of us just hung out and talked airplane talk. We shared many laughs and stories. I was reminded of an old article showing an engine buried deep into the cow pasture. It was buried so deep a shovel had to be retrieved to get the engine out. Amazing that engine was fine. The source of this lawn dart is talked about in an attached article. Can you figure which one?

The other love I have for this hobby is the versatility. I have big birds, small birds, float planes, an electric (still working the kinks out on this one), and now a night flyer. I have been wanting one for some time. I love flying Paul's (Space City RC) at bomber field. So Terry Dunn (See April Meeting column for his) had one and told me where to buy the LED's. Well, bought enough to do two planes, one for me and one for Herman Burton to revamp his night flyer. The LED's have come a long way and I have to say they work great. Forgot to mention, the plane must be a 1980's ARF, but it fly's.



Bob Pham sent me this link of paper airplanes. It is a must watch. Enjoy.
<http://www.wimp.com/airplaneguy/>

Now for some business items.

First, the combination for the field box lock is **22-12-2**. So if you see bungees that need replacing or other maintenance, please help out.

Second, it seems like we have been having a tough time getting the fun fly to happen. Well, it has been scheduled for May 5th, yes this coming Saturday. I decided no matter what we are having it.

We have a couple of great articles so enjoy the newsletter.

As always, Godspeed and safe landings

Mike L.

APRIL MEETING

by Michael Laible

Let's see, how have I opened this column up for the last three month's "The March meeting picked right up where the February and January one left off". Well, I get to say it again. The participation from the members has been so great that I feel guilty having more than 30 minutes of business. Keep it up guys, who wants to talk business.

The first one up is Terry Dunn showing off his electric Hot's. It's a well thought out electric design of the original. The LED lights really light up the air frame.



The next pic is Herman with his engine test stand for the B-24 Liberator. He calls it the Swiss cheese. IT seems that after we designed this test stand without the holes, the engines didn't have a load on the props. These old 4-strokes whistled at 16K. Ooops!



The next photo is a long time member, Troy Whitehurst, talking about his new plane and attempt to fly after some years off. We all need to pitch in and get Troy in the air.



The last photo is John Hirasaki with his second build of the year. It is an old Thermo Charger 3003. This model is beautiful. The covering job is a work of art.



See what you are missy at the meetings. I usually try to keep the business to 30 minutes and use the rest of the time for membership camaraderie.

See you at the meeting.

APRIL MINUTES

by Kent Stromberg

Discussion of Fun Fly on Sat. Weather supposed to be Windy may need to postpone

Discussion of Cooking for fun fly Kent and Blaine will handle duties.

Membership now right at 100

Phil Elting has invited Bob Obenberger of Tru Turn to talk to members (*Editors note: confirmed for June*)

Discussion of the pros and cons of Space Act Agreement vs a Memo of Understanding

Discussion of Pilot Guards at Field

Next month refreshments Charlie Teixeira

Discussion of Swap shop Web site

JSCRCC Data Base - Use name and AMA number to access can only get Member phone number

Herman Show and tell on his 4 engine Break in Stand for B-24

Show and Tell on LED lights and demonstration – Hobby Partz.com

Terry Hots Foam with LED lights

Troy discussed his new Sensi from Fly Zone

John model of the month with Thermo Charger 3003 from Micro Lite

APRIL MODEL OF MONTH

by Michael Laible

Well last month's winner of MOM has to be corrected. It was Bill Schwander, but it seems the PT-19 won not the J3 Cub.

For this month it is John Harasaki with his Thermo Charger 3003. You had to see this model to believe it, the covering job was superb.



B-24 PAINTING

by Herman Burton

The B-24 is back in Seabrook. The paint job is fantastic and has exceeded our expectations. The pictures do not do it justice.

Since we have had the plane back it has not been put together. We are working like little beavers to get all the electronics and mechanical items working to a standard needed for such a project.



Engine run up

MINI MARINE 7

by Taz Crowson

My attachment to the L-19 Birddog began in the early 60's with a small single channel rudder only model. After retiring from the U.S. Navy and moving to Seabrook in 1985 and getting back into R /C the desire to model another L-19 came back. I found a 1/5 scale Murataka kit at a local hobby shop and purchased it. After examining the plans I determined that it deviated from scale and I lacked the skill to make the changes I thought necessary and put the kit away for a time. Skip forward to 2006 when I found pictures of Marine 7 on the International Bird Dog Association (IBDA) web site and the bug to build bit hard. At that time I started collecting information and also corresponded with the owner Rob Robinson and found he had just sold it to Dave Jester both Rob and Dave were supportive with information and pictures. At that time I anticipated a build time of 1 year, as the build progressed I found this to be unrealistic considering the detail I desired to incorporate.

Construction started in 2007 and has been a real learning experience. I found that I was spending as much or more time researching as actually building. As the work slowly progressed and I learned more about the real airplane and the changes needed (sometimes after a section was completed). The real disappointment came when applying the corrugations on the control surfaces and laying out the panel lines and finding that there were significant dimensional and outline errors. At that time I decided to complete the model as originally planned and use the experience as training for building a 1/4 scale Birddog. Most of the small hardware for the seat harness, gas filler caps, and rear seat rudder pedals were done with hand tools. The pilot was painted to resemble Rob

Robinson from a picture found on the IBDA web site. The instruments in the panel were copied from a picture found on the internet. More delays were incurred due to several health issues and rebuilding the house from Hurricane Ike.



Recently the urge to get it in the air became strong even though there was still a lot of work to do, so to overcome the temptation to cut corners and rush it to completion I acquired a Black Horse Models almost ready to fly L-19 and decorated it like Rob Mansfield's airplane.



The model will be powered with a SPE 26 engine and have working landing lights, working navigation and strobe lights. The light system is from Electrodynamics. The radio system will be Futaba and the servos are Hitec.



CHASING GREMLINS

by David Bacque

The Hots, designed by Dan Santich has been my favorite knock around plane for years. It is inexpensive, builds fast and flies even faster. I've scratch built 6 of them over the last 8 years. They have met various fates, all

of which included high speed impacts for one reason or another. Through the years my Hots' have progressively gotten lighter and faster. My current Hots (#6) is powered by an OS .46 AX and it has been timed in level flight at speeds exceeding 110 mph. Not bad for a fun fly plane with an 18.5% thickness wing. But this particular copy of the Hots hasn't always handled so well.

With the plane fresh off the building board I found that it would not trim out for both high and low speed flight. I figured this to be an incidence problem. With the meter I discovered that the stab saddle had been cut incorrectly, so the stab was mounted at the wrong incidence. I removed the aft fuselage top and the tail surfaces. The saddle was corrected and the plane rebuilt. This fixed the trim problems.

Next I found it would not snap at high speeds like my previous Hots' would, even though it snapped well when it slowed down, this had to be caused by lack of elevator power at high speed, possibly due to control surface blow back. The plane was also plagued with flutter problems when making power dives. I replaced the Nyrods with solid steel pushrods to stiffen things up but it didn't help. I thought maybe the standard servos were having trouble at high speeds and replaced them with digitals. Still no cigar.

One day after a particularly violent flutter I found that a torque rod had blown out of the bottom of an aileron, ripping a large chunk of balsa out of the aileron. I also discovered that the glue joint between the brass tube of the torque rod and the TE was broken. The torque rod was glued back and reinforced with carbon fiber and the aileron repaired. The flutter in steep power dives continued.

Assuming it had to be the tail surfaces, I replaced the 2-56 pushrods with 4-40

pushrods and rerouted them for straighter runs. I also replaced the slightly flexible nylon control horn with a heavy duty horn. While doing this work I found that the other torque rod was now broken loose from the wing TE. This was repaired with a plywood brace. Control linkages were all now incredibly tight but surprisingly the flutter still continued.



Upgraded tail controls. Heavy duty horns on elevator, heavy duty pushrods and 2 pushrods on elevator to eliminate twist in wire joiner.

With rock solid linkages, the only possibility left was control surface flex. Maybe an aileron twisting or the elevator was flexing. I figured the most likely culprit was twist in the music wire used to join the two elevator halves. The side with the control horn was solid but the other side could be flexed up and down a bit. I added an additional 4-40 pushrod and another HD horn, now both sides of the elevator were rock solid.

Preliminary tests of this configuration looked promising. Many dives were performed with no flutter. And high speed snap rolls were now much better. So the flex in the wire joiner had allowed one side of the elevator blow back when applied at high speed, ruining the high speed snaps. The flex in the joiner had also allowed one side of the

elevator to flutter while the side driven by the pushrod was held firm.

With solid pushrods now on both elevator halves, testing continued and dive speeds increased, soon #6 again fluttered in a steep power dive. But this time the flutter was different. The previous flutter had been very loud and did not affect flight path or handling. The new, higher speed flutter was not as loud as before. When this flutter started, the nose began to tuck down and a very slight left roll initiated. When I tried to pull out the plane bucked and fought me. This was obviously a different surface fluttering than the earlier, louder flutter.

All that was left was aileron flex. The linkages were solid but the outboard ends of the ailerons could be flexed in twist a little. It was possible that even though the inboard end of the aileron was held solid by the torque rod, the outboard end might be able to flutter due to the slight flexibility of the balsa aileron stock. Mike McGraw suggested that counterweights might help, he had used them successfully in the past.



Aileron counterweights completed the equation.

I bought some 3/8 oz fishing weights and soldered them to lengths of threaded 2-56

music wire. These were attached to the ailerons about 6" from the wing tips. Weight size, moment arm and location were pure guesses but they were made removable so I could easily change them. Again, initial flight tests in this configuration looked promising.

After 5 or 6 flights I started noticing an odd oscillating sound coming from the plane on the fastest passes. It sounded like some sort of harmonic. But on one pass I got a reflection off the top of the wing and saw that the right aileron was in a very slight flutter. So the counterweights were helping but it wasn't quite enough. I made new counterweights, lengthening the arm by 1/2". The plane has not fluttered since, even in the steepest full power dives.

The moral of the story is don't give up on an airplane too soon. With determination, testing and modifications, all of the gremlins have finally been eliminated from this plane changing a problem child into my fastest Hots yet.



Hots #6, still alive after many bouts with aerodynamic flutter.

Upcoming Events

May 5-6 Kingsbury Fly-In
May 19-20 Prop Nuts Tru Turn
May 19 Texas City Big Bird

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

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Club Homepage

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FOR SALE

P-47D built from Ziroli plans. It is their smaller version with a wing span of 72". Has a Saito 1.80 four stroke engine, Robart retracts and an on-board glo driver. Includes all installed Futaba servos (no RX or TX). Priced to sell at \$750.



Call Charlie at 281-642-4557.