



The R/C Flyer

Volume 27, Issue 7

July 2003

Next Meeting – July 10, 2003 at 7:00pm - Clear Lake Park Bldg.

June 2003 Meeting Minutes

By: Mike Goza, JSCRCC Secretary

The Meeting started at 7:07pm 6/12/2003

Old Business:

Field looks GREAT and is functional. Bill, Herman, and Don deserve a well-deserved thank you from the club for setting up the field day. The water jugs have been replaced and the frequency tree has been moved. Please remember to not park on the grass edge any more. Stay on the other side of the line. The yellow line near the grass is a driveway. The rocket guys should politely be instructed to follow the yellow driveway and NOT drive down the center any more. Most people have figured this out, but some need to be informed. Not just the rocket guys either.

The club will contact Preston Hunt initially to see if anything has been done with the overhead shade and NASA. Once we have his information we will try and contact NASA to determine the status of the overhead shade.

Overdue MOM plaques were handed out to the members that were present.

New Business:

Herman brought Mike Liable's scale machine guns for his 1/3 scale project that was copied from Don Fisher's smaller scale project.

No other new business this month.

Model of the Month (MOM):

Brian and John Becker brought an AeroWorks Edge 540 powered by a Brison 3.2cc gas motor and Futaba provides the control.



Entertainment:

There was no entertainment for this month.

Meeting adjourned 8:00 pm

UFO Has Landed at Club Field!

By: Editor

An Unidentified Flying Object has been spotted at the club's field last week. No one is sure what it is, although some members think it would be great for a Limbo event at the next Fun-Fly.

Could it be the beginning of the long awaited shade cover, just maybe??



Cleaning a Model Engine

By: Don White

Some of you have read in the model magazines about using antifreeze to clean up our model airplane engines. I tried it. I purchased a crock pot at a garage sale and the cheapest antifreeze from Auto-Zone and plugged in the crock pot. I dropped in a test engine and turned on the crock pot to medium heat. I poured in the anti-freeze and put the whole mess in my back yard (don't try this indoors!).

Smoke rose from the pot and Dianne thought a meltdown was going to occur in the back yard. I don't know the temp of the crock pot but it was hot. After 15 hours of cooking the engine came out brand new! Even the head was clean. I used a tooth brush to brush it a little but it is in like new condition.

If anyone wants to borrow the crock-pot just give me a call at 281- 488-1024.

Even More Fun!

By: Herman Burton

I enjoy building airplanes from kits. When I started off in this hobby 8 years ago, I built my first airplane, the Great Planes' trainer, from a kit with the objective of being able to repair it easier if I crashed it. And crash it I did! More than once, too. But each crash was fixed; I persevered, and finally soloed. I consider the skills I acquired by building my first R/C airplane instrumental to staying in the hobby long enough to get my wings. I enjoy the building aspect of the sport about as much as flying the finished product. Both aspects are enjoyable.

When I started my latest project, a vintage biplane, I figured I would build and cover it, install the on-board gear, put on the engine, and then fly it. Which is what I have done with the past 10 planes I have built from various kit manufacturers. But as I got close to completing the stick construction, and prior to covering, I wondered if maybe I could have a little more fun out of this plane by making some additions myself. So I connected to the wonderful world of the internet, typed in "biplanes", and discovered a universe of ideas about biplanes. It is amazing the amount of information that is on the 'net, and all for free.

After "surfing" for several hours, the biplanes that intrigued me the most were the WW1 German biplanes, particularly the Albatross. This plane was flown by the famous German ace Manfred von Richthofen, the "Red Baron". Most of his credits for shooting down enemy aircraft were achieved flying Albatross fighters. He is most famous in the general lay public's mind for piloting the tri-wing Fokker Dr 1, painted in a brilliant bright red. The biplane I am building resembles the Albatross, so I made the decision to create a lean, mean fighting machine of a WW1 biplane.

I found a book series from Osprey Aviation titled *Albatross Aces of World War I*, and sent off for a copy. This book has wonderful pictures of numerous aircraft of various pilots of the German air force. After reviewing some forty-plus colored artist's renderings, I decided to model my new plane after the Albatross D III flown by Gerhard Bassenge, *Jasta 2*, in the summer of 1917.

So, since I was going to model the Albatross, that meant I needed a fabric covering, rather than Monokote or Ultracote or some other high gloss film. My prior experience with pre-painted 21st Century fabric was less than desirable, so I made the decision from the beginning to paint this model. I will be using SR-TEX from JR Batteries in antique, which paints quite easily. Five-inch vintage landing gear wheels from Williams Brothers came in the mail this week.

The early German biplanes were fitted with twin Spandau 7.92 mm LMG 08/15 machine guns, synchronized to fire through the airscrew's wooden blades. The ammo was fed by means of a cloth-carrier ammo belt. Williams Brothers makes a beautiful replica of this machine gun and ammunition belt. I ordered a couple of these, and they, too, have arrived for assembly and painting.

So, at this time I have the sticks assembled, accessories pretty well spec'd out, a few of the "goodies" bought and ready to assemble, and now just need cooler weather to get back into the garage to keep after it. I do not plan at this time to get into scale modeling, but I must admit I am having a lot of fun researching the Albatross, its armament, color schemes, etc. And for me that is what this sport is all about: having fun.

I will keep you posted next month on the construction progress of the Albatross D III, semi-scale biplane.

New Hobby Shop in Town

By: Editor

Odyssey R/C Hobbies has opened shop in Nassau Bay located at 18041 Upper Bay Road. Bret Walcott is the General Manager. They carry a wide range of R/C equipment including radios, airplane kits, cars etc. They can be reached at 281-333-1957.

Tuning the carburetor on a glow fuel engine

(Courtesy of AMA National Newsletter, from Propwash Propnuts Radio Control Model Airplane Club Paul Shaffer, editor, Highlands TX)

Let's talk about how to tune the carburetor on a glow fuel engine. This technique will work on 2- and 4-cycle engines. Proper tuning for peak power is not hard if you follow the steps correctly.

Note: Never position yourself in line with the prop blade arc while tuning or running the engine at a high speed.

Before we discuss tuning the carburetor, let's list things that could get in the way.

- It is important to have a clean carburetor. Small particles of dirt or trash in the needle valve or the low speed jet will greatly affect or even prevent proper tuning.
- Air leaks will affect the carburetor's performance and its ability to set properly.
- Check the spray bar position. Most spray bars are fixed so this is not an issue, but for Super Tiger drivers, the spray bar is adjustable, and if the screws holding its position loosen, it can be a source of an air leak.
- Check for leaks in the fuel line from the tank to the carburetor. This affects the engine's ability to draw fuel from the tank and a lean run will result.
- Tank position is critical to proper fuel draw and engine performance. The tank's center line should be no lower than a half inch below the needle valve.
- Fuel foaming due to vibration causes lean runs and engine failures. Foaming is usually caused from a tank being poorly isolated from the fuselage structure. Proper propeller balancing is another factor in fuel foaming.

Let's assume we have a clean carburetor with no air leaks and fuel filtered from a properly positioned tank, which is isolated in foam rubber from the airframe.

First, close the high speed needle (the one by the fuel line) completely and open it two turns. Next, either close the low speed needle and open it two turns, or if you have a carburetor like an O.S. where the low needle is inside the throttle arm, put the end of the needle flush with the outside edge of the throttle arm. This should get the engine to a rich setting on both needles while still allowing it to start. Fill the tank with fuel and start the engine. If the engine doesn't start, open the low needle a half turn and try again. Allow a minute or two for warm up and slowly advance the throttle to full. The engine should run very rich. Close the high speed needle slowly until the engine runs smoothly, but do not try to peak it out yet. We have to make the first adjustment to the low speed needle. Reduce throttle to idle and let it run for about 15 or 20 seconds. Test throttle response by popping the throttle quickly to about half or better. If the engine stumbles and slowly picks up speed, the low needle is too rich. Close it clockwise about 1/8 turn and repeat the throttle response test again. You are looking for an almost instantaneous smooth response without quitting. If the engine dies abruptly in the above test, the low needle is too lean. Open the needle 1/8 turn at a time until the engine starts to stumble a little with quick throttle application, then close it until you have a smooth response to any throttle application.

Now let's peak the high speed needle. Advance the throttle to wide open and slowly close the high speed needle until a very slight drop in rpm is heard. Open it to peak, then a couple of clicks more. You want your engine running slightly rich at full throttle so it will not be too lean when you point the nose up in flight. (I usually use the pinch test if I can get to the fuel line to confirm proper setting. The pinch test is performed by pinching the fuel line shut for an instant and letting go while at full throttle. The engine rpm should increase slightly without dying. If you can safely hold the airplane nose up to do the pinch test, more accurate settings result. If you can't hold the nose up safely, don't worry about it.)

Go back and check the throttle response again. Make any fine tuning adjustments as necessary, and then check the high setting if you had to make any further low speed adjustments. Any time you adjust the low speed needle, you have to recheck the high speed needle. Low speed needle adjustments affect the high needle, but the high needle has little effect on low speed adjustments. Remember, only adjust the high speed needle at full throttle, and only adjust the low speed needle at an idle.

If you have a carburetor with a high needle and an air bleed adjustment, open the air bleed screw wide enough to adjust the high speed needle. It is about all you can do on these

carburetors. Sometimes, though, you may need to close up to half of the air bleed hole for optimum idle.

If the tank position is good, you will have an engine that will idle until it runs out of fuel without loading up, has good throttle response, and runs slightly rich at full throttle without overheating. Loading up at idle indicates that the low needle is still too rich and overheating is an indication that the high needle is too lean.

Upcoming Events

By: *Editor*

7/5-6/03 : Propnuts Annual July 4th Big Bird event in Crosby TX. Contact Lloyd Sullivan CD, at 281-998-3377.
Sponsored by Propnuts RC Club.

7/26/03 : The Bayport Aero Club in Dear Park will have their "UFOs Over Bayport Night Fly". Flying starts at 9:00 p.m. Contact Paul Curry at 281-487-3749 for more information.

9/19/03 – 9/21/03 : 15th Annual B-17 & Big Bird Gathering at Monaville, TX. Contact Bob Buckbee at 979-764-9067 for more information

9/19/03 – 9/21/03 : Houston Helicopter Fun Fly in Katy, TX. Contact Chad Williams at 281-300-3253 for further information.

***** Hobby SALE *****

Because of "Full Scale" flying activities I'm getting out of the R/C hobby and devote all my hobby time to my full scale T-18 and flight instructing. I have Standard (100" \$100 w/ radio ready t fly) and Unlimited (115" \$250 w/ radio ready to fly) class gliders and a low time Graupner Winch Launch system (\$200). Giant Scale gas (Ultra Hots Q42 \$400 w/ radio ready to fly) and stunt/fun fly glow (Slick Stick 40 \$100 w/ radio ready to fly) and a few low time Super Tigers (.61 and .75 \$30 each). Gold FG FM (5 and 7 channel) and 4 Attack 4 channel radios. Also a new 4 channel FM still in the box all Futaba. Large and small assorted servos most never used. I'll put out a list with pictures later.

Fly Safe!

Jerry Hajek, Jr., ATP, CFI, MEI
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281-486-4722 713-246-4312

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