



The R/C Flyer

Volume 31, Issue 7

July 2007

Next Meeting – July 12, 2007, **Collins Foundation Hanger**– 7:00 PM



In The Pits

By Michael Laible, President

By the time I write this the field hopefully has had all the weeds trimmed and a little makeover. This should do it for field improvements for this year. Now its time for everybody to enjoy the field.

There will be a change of venue for the July meeting. Yes, something different, we are going to hold the meeting at the Collins Foundation Hanger at Ellington field. Ryan Mueller was gracious enough to make the offer. The meeting will start at 7 PM on Thursday, July 12th. We will hold a short business meeting in one of the back hangers and then we will get a tour of the aircraft. The aircraft include a P-33 Shooting Star, UH1, F2F Tracker, TA4 Skyhawk, and a F4B Phantom.

So here's the story, we are going to meet at the hanger a little prior to 7 PM. To get to the hanger you need to enter Ellington at 1959, go up Hwy 3 to 1959 and make a right (at Pee Tee's old location), after a stop sign (KC-135); the road should veer left and pass

through another stop sign. Turn right on the next street, Hutchinson, at the third cross road there will be a gate off to the right, park in the grass and walk through the gate to the hanger. If anyone gets lost you can call me on my cell phone at 713-542-0987. This should be an interesting meeting and hope to see you there.

Also, the Collins Foundation collects used cell phones as donations. So bring your used cell phone to help out the foundation. I just happen to have one in the garage.

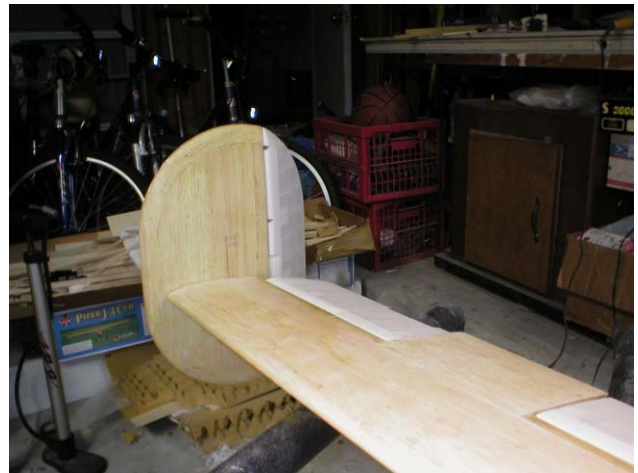
REMEMBER, JULY MEETING AT ELLINGTON.

I worked on the tail feathers of the B-24 and have all the tail feathers clothed and the stabilizers glassed. I know Herman wrote an article on glassing, but I would like to cover it briefly once again. Below you will find a picture of all the ingredients needed to cover any surface with glass and epoxy...



The first layer of West epoxy will attach the cloth, the second, thinned 50% with acetone (some thin the first coat also) fills the weave. The set of pics show the first weave, brushing on the second coat, and the final results in the curing stage.

For the tail feathers I used Solartex from Balsa USA. This is a cloth covering that stretches as good as or better than traditional covering. The picture below shows the cloth ready to be ironed on.



Finally, the tail empennage ready for priming.

Until next month,
Safe Landings,
Mike



June Meeting Minutes

By: Don White

The June 14, 2007 meeting was called to order at 7:00 by club president Mike Laible.

We had some guests and some members that have not been able to attend recently and it was a pleasure to have them. Mike's dad Robert Laible was our guest and it was fun to meet him. Many of you know he has been instrumental in building some of Mike's war birds. He is a master builder.

Dane Ruso, Bill Langdoc and Dave Hoffman were in attendance, wow!

Mike presented a list of stuff he has spent club money for and asked for forgiveness and repayment. Items were for our canopy and our MOM awards. The whole deal was less than \$250. This was approved with our gratitude for doing a job than needed doing.

Mike passed out some MOM awards that were long overdue to some of our members, me included.

Business:

Fun Fly was postponed to July 17 at 6:00 pm. A NEW IDEA ---- FLY IN THE EVENING! Please note this is a TUESDAY evening.

June 23 is the Texas City Big Bird Contest.

A field day is scheduled for June 30, 2007 at 9:00am. Bring weed eaters and killer to cut down the weeds which are a hazard to our flying,

The club supports the 2.4 GHz pin rule that AMA has suggested. Spread Spectrum doesn't mind others flying on 2.4 GHz but it is necessary to maintain club overview of the flight line and our club responsibility. If you don't want to put your badge on the board, FLY SOMEWHERE ELSE!

Back Issues of MAN and MA are available for the asking from Troy Whitehurst, 291 334-0584.

Ron Madsen suggested a board at the field announcing the next thing of interest, like Field Day-maybe a white board so we can change it.

Refreshments will be provided by An Hou at the next meeting (July). Thanks for volunteering.

We need some T-Shirts, hats and shirts with collar. Investigate on your own and bring back proposals from embroidery shops in the area. Mike has "sew ready" art work.

We are looking for inputs for meeting entertainment. (Topless strippers will not be an option).

Treasurer Report: We have collected some treasure and we spent a little.

No MOM—Bill, eat your heart out.

Ron Madsen showed his twin engine pull/push Mixmaster electric ARF called Electrostreak.



Ron was concerned about LiPo charging safety and ordered a ceramic pot to keep his cell phone, laptop computer and his airplane batteries while charging.



Listen up: These things could ruin your whole day so treat them accordingly.

The entertainment was the DVD of Top Gun 2006 and was just great!

Panel Lines Made Easy

*By
Herman Burton*

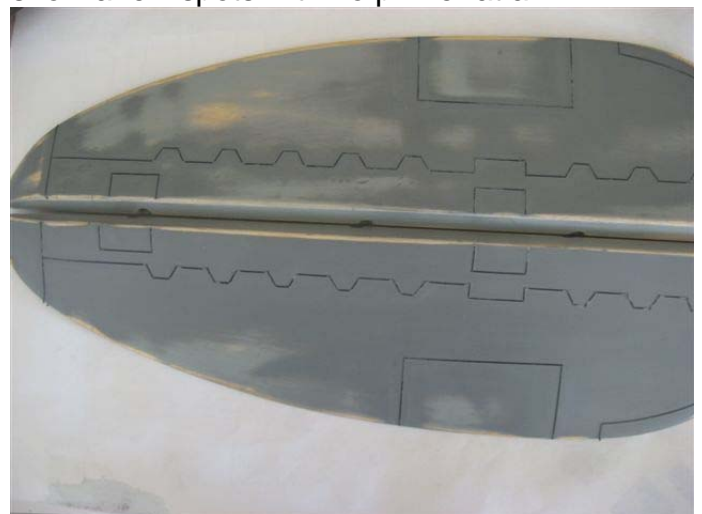
The P-47 giant scale warbird I have been working on from the Top Flite kit this year is to the point where I now am adding scale details to enhance its final appearance. The description to follow is assuming the model is going to be painted, and has already been fibreglassed and sanded smooth.

This month's article is a description of an easy way to add scale panel lines, to simulate the juncture of where two or more sheets of aluminum on the full size aircraft come together.

On previous models I have applied the panel lines onto the body and wing with a fine point archival quality felt tip pen. This method results in a good looking model, but it does not have the same realism as a slightly

recessed panel line. To obtain the recess, I apply the panel lines onto the model with a standard felt tip pen. I then apply ChartPak adhesive backed tape to the model, completely covering all ink applied panel lines. A tape width of 1/32" is just about right for this model. Other widths are available, to suit the individual modeler. Then, use Rustoleum automotive primer and spray two coats of primer over the ChartPak tape. Gray-colored primer is a good choice. I have used other automotive primers, and none of them has the same heavy solids content as does Rustoleum. It would take 5 or 6 coats of the thin primers to get the desired result obtained with only two coats of Rustoleum. Plus, the Rustoleum is relatively inexpensive at only \$4.99 per can.

After the primer has dried, wet sand the tape with 220-grit sand paper until the primer has been removed from the top of the tape. I use black colored tape, and this color makes it very easy to know when you have sanded the primer off the top of the tape. The photo below shows the black ChartPak tape on the panel lines of the elevators, after the primer has been wet sanded off. There has been no effort to maintain a uniformity of Rustoleum primer on the elevators; since the model's final paint system will have its own separately applied primer. Accordingly, the elevators show a few spots with no primer at all.



Now, very gently remove all the ChartPak tape, and Voila! You will have a simulated panel line just a few thousandths of an inch thick. I use triple 000 steel wool to final sand the panel lines after the tape has been pulled off to smooth the edges. The final photo shows some of the fuselage panel lines just ahead of the cockpit area prior to final painting.



Upcoming Events

CLUB FUN FLY! JULY 17, 6:00 pm

Club Officers

President: Mike Laible 281-474-1255(H)
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Vice-President: Phil Elting 281-333-1125 (H)
Treasurer: Dave Hoffman 281-479-1945(W)
832-689-620(Cell)
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281-483-4695(W)

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281-226-4192 (W)
James Lemon: 832-385-4779
Clay Bare: 281-488-2992

Heli & Fixed:

Mike Goza: 281-554-4016 (H)
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