

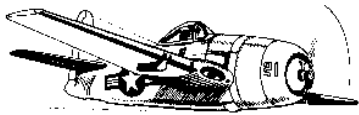


# The R/C Flyer

Volume 36, Issue 7

July 2011

Next Meeting – July 14, 2011, Clear Lake Park Building– 7:00 PM



## In The Pits

by Michael Laible

I write this newsletter as I watch my colleagues prepare for the last shuttle flight. I know most in this club have attachments to JSC and many with a longer history than me. I moved here in January of 1986 straight from college, not knowing what I was getting into. I went back to college at 26 (that is whole other testimony), graduating at 29. My first position was On-Orbit Flight Design for the Shuttle. This was an exciting 10 years, working several satellite deployments and the Tethered Satellite.

I remember the splash down parties, get together at Gilruth, and the crazy chili cook-off's in May. It was a wonderful time. In 1996 I moved to the Station program and I can't believe I have been on the International Space Station for the last 14 years. It's amazing to see the full structure in space – all 1,000,000 lbs of it.

Anyway, I am saddened to see the last shuttle flight. I am also apprehensive, and a little optimistic for the future. I must believe that times will change and a path forward will be well established. I am sure the Apollo

folks felt the same way during the middle 70's.

Well, I have a lot to cover in this issue so let me begin.

Last month I was sidetracked with a computer virus and that required me to hastily send out the newsletter. So below are some pics and brief discussion of May meeting.



The pics above show the beautiful model Kent Stromberg built (also won MOM). It is a Neuport 17 and is modeled after the first American Pilot (?) Luftberry. It is a VK Proctor kit. He now has two MOM winners – so guys, let’s get going and show are models.

Some other interesting show and tells were Danny Williams Lanier Stinger make over. On the right (his left hand) is the original ARF, on the left is his yellow jacket make over. A piece of art.



Joe Schmidt brought his Hanger 9 Tribute with and Evolution .36 engine. Joe said it is a handful but he is getting used to it.



On another note I will not make the July meeting. I scheduled my vacation during the week of the 14<sup>th</sup>. For some reason I thought the meeting would be on the 7<sup>th</sup>, but missed it

by a week. I am sure one of the board members will fill in with no problem. I do not believe we have anything pressing to cover so just have fun and enjoy the fellowship. One of the things that needs to be cleared up is to hand out the winnings from the May fun Fly. If you are at the meeting I am sure Dave can settle up.

Mike Laible	\$50
Terry Dunn	\$35
Brian Campiano	\$25
James Lemon	\$15
Danny Williams	\$15
Mike McGraw	\$10

To wrap up this month, let me inform everyone that the District VIII AMA 75<sup>th</sup> anniversary will be at the Kingsbury aerodrome Sept 30 through Oct 2. It sounds like it is shaping up to be a great event and the Aerodrome is something to see. I will be attending all three days.

Thanks,

Godspeed and safe landings

Mike

Picture of the Grant presented to JSC RC Club for field improvements.



---

## **B-24 LIBERATOR CONSTRUCTION** **PROGRESS**

### **THE WING**

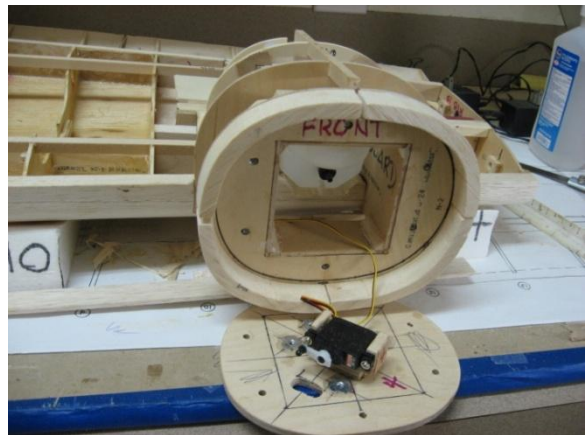
*by Herman Burton*

The giant B-24 Liberator wing presently under construction posed numerous construction problems when it became time to build the engine supports. There was no place provided on the plans for fuel tanks, other than to build them into the wing permanently somewhere around the engine locations. Also, the firewalls were a substantial  $\frac{1}{2}$ " thick piece of 7-ply plywood, to be epoxied into place between two main spines running from the front of the engine to the main spars, then aft to the rear spars. A series of formers were shown on the plans to fit around the spines to be used for supporting  $\frac{1}{8}$ <sup>th</sup> balsa planking to simulate the nacelles surrounding the beautiful radial engines on the full size aircraft.

The first photograph below shows the two engine spines in place, with the front nacelle former attached. The wing is upside down, for orientation. After much head scratching, and many conversations between the two builders, the decision was finally made to build a removable engine firewall that would attach to the front nacelle former with tee nuts. This design would provide an access hatch for the fuel tank, also. Since larger than specified engines were being used than called for on the plans, four-stroke engines were selected as the better alternative than two-stroke engines for better fuel consumption, requiring smaller fuel tanks.



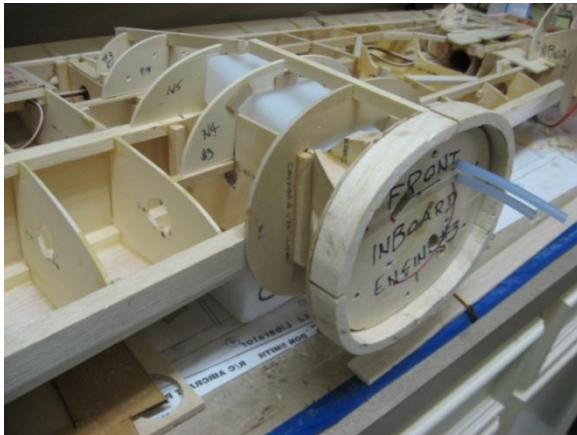
The second photograph shows the final fire wall for an engine, prior to installation. A simple servo mount on the back side of the firewall gave an excellent location for engine throttle control with a small mini servo. The servo arm would be connected to the throttle arm with ball links on each end. A small hole cut through the firewall would allow the control rod to run from the servo to the engine throttle arm.



The second photograph also shows a fuel tank nestled between the two engine spines, and below the nacelle formers. Six 6-32 bolts are being used to attach the firewall to the engine frame, and four 6-32 bolts are being used to attach the engine to the firewall. To minimize vibration, numerous triangular blocks were installed around the outside of the front nacelle former to add stiffness to the assembly.



The third photograph shows the engine firewall in place, with fuel tubing protruding for the two connections to the engine. The large balsa ring on the front of the nacelle will be used to attach the fiberglass cowling to enclose the engine. The photograph also shows holes in the ribs. These holes are for the various electrical and pneumatic systems being incorporated in the final design.



The builders are moving on to the final stages of construction of this B-24 Liberator, and are anxiously anticipating the first engine runs, taxi tests, and systems' checkouts.

## THE FUSELAGE

by Michael Laible

As I reported in last month's build article the roller doors have been removed from the project. Below find a sequence of pics showing the complete four doors open.



## JUNE MEETING

by Michael Laible

The June meeting had an interesting show and tell and model of the month.

Below Danny Williams shows off his home made balsa dust filter. I had to leave early but it looks like a standard 12x12 air filter and a fan.



Terry Dunn brought his WACO glider and C-47 plane. The C-47 is a Venom ARF and the WACO is his own design





You can tell it is a foamy. It only takes one hand to hold a model of that size.

Other notes I have for the June meeting are we had two guest, Henry Taylor and Jeff ? (sorry Jeff, did not get the last name). We are glad you visited the club and hope to see you at the flying field.

Danny Williams has refreshment duty. Speaking of that, Joe Schmidt out did himself for June, he brought chicken!!!

That's all for the June Meeting.

---

## Model Of the Month

by Mike Laible



Terry Dunn with his Venom C-47 in camo colors and his own design WACO CG-4A.

Nice job Terry

---

## Upcoming Events

July 14                      Club Meeting  
Sept 15-17                Bomber Field Fly in  
Sept 30-Oct 2             District VIII AMA 75<sup>th</sup>

---

### Club Officers

**President:**

Mike Laible                281-474-1255(H)  
                                  281-226-4192 (W)  
                                  mrlaible@sbcglobal.net

**Vice-President:**

Phil Elting                281-333-1125 (H)

**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:         281-479-1945 (W)  
                                  832-689-6201 (Cell)

**Fixed:**

Mike Laible:            281-474-1255(H)  
                                  281-226-4192 (W)

James Lemon:         832-385-4779

Clay Bare:              281-488-2992

Herman Burton:       281-474-7133

**Heli & Fixed:**

Brian Campiano:      832-524-9590 (H)

## The R/C Flyer

Articles and Want Ads may be submitted to the Editor, Whoever that may be

To get the newsletter via e-mail go to <http://www.jscrcc.com/> and click on the "Subscribe to Newsletter". Once you have subscribed, you will automatically receive a confirmation email that you must reply to get the newsletter each month. After you confirm you are on the newsletter email list. If you have any questions concerning the web site, e-mail Randy Collier at [webmaster@jscrcc.com](mailto:webmaster@jscrcc.com) or Mike Laible at [mrlaible@sbcglobal.net](mailto:mrlaible@sbcglobal.net)

### Club Homepage

<http://www.jscrcc.com>