



The R/C Flyer

Volume 37, Issue 07

July 2012

Next Meeting – July 12, 2012, Clear Lake Park Building– 7:00 PM



IN THE PITS

by Michael Laible

It seems this last month I have been peroccupied with preparing the B-24 for flight (along with Herman). But despite all the preparations, I did get a chance to ask about the MOU with NASA and ask Pavecon to give us a price to seal and repaint the runway.

This later task was prompted by several club members who mentioned that when blacktop is new, a seal coat is needed sooner than later. I believe everyone in this club would agree we want to keep the runway in tip top shape. I did a walk around and some areas look like they need attention.

The quote came back at \$3700 cleaned, sealed and restriped. At this time I sent Center Ops an email about the MOU and mentioned that the club would like to find out how to get the permission to seal the runway with club dues. Joel sent on the email to CSC to get quotes for the sealing and striping. It was not clear if we would pay for this or if the center would. In order to eliminate delay of the maintenance, at the July meeting I am going to ask for a vote on

authorizing the club to proceed with the funds if need be.

I know this may seem like a lot of money but if you take a close look at the runway, several areas are starting to chip up.

Dave Hoffman put together a good budget last month. It looks like we run a \$300-\$500 surplus without the yearly maintenance cost (the surplus is due to increased membership). If you add canopy, bungess and normal maintenance, that's about \$150/yr. Now if you add the \$3700/5 years you get an additional \$950 / yr. This adds up to \$1100/ year for repeatable maintenance. So from my calculations if dues were raised to \$35.00 this would cover all the fun we have and a maintenance schedule.

I will try to have all the information complete by this months meeting. So lets have fun and enjoy our wonderful facility.

One last thing before I go, this club is all about its members. The commradere at the field and at club meetings is what it is about. It is nice to see large turn outs and support.

As always, Godspeed and safe landings

Mike L.

JUNE MEETING

by Michael Laible

The June meeting was a special one with guest speaker Bob Obenberger from Tru-Turn spinners. But before Bob spoke the board was hard at work figuring out Who was on first.



The next pic is Bob telling everyone stories of the beginnings of Tru-Turn. It was nice to see Bob again and here his stories.



To finish out the meeting, Don White gave an informative and humorous presentation of the SPAD XIII. It's a small electric and is a source of ribbing for me. It seems I flew Randy Stones exact copy for a very short time, like one loop and then a very rough landing.

Don always is prepared with a good presentation on his subject. One item I did not know is that the SPAD XIII was the most produced plane in WWI. It's a nice looking electric. Don also gave a great tip. He put a rare earth magnet on a screw driver, turning it into a great magnetic screw driver.



The next pic is Bill Schwander describing his special technique on shrinking the covering on Dons plane. It seems like some in the small electric realm always ask the question, "What would Bill do". So when Don was having zero success on shrinking the covering on his SPAD, he asked "What would Bill do". It was obvious, use cold instead of heat!!

So Bill tightened the complete model using the new method called cold shrink.



The completed subject.



The meeting ended with snacks and fried chicken, yah, Joe Schmidt brought fried chicken.

JUNE MODEL OF MONTH

by *Michael Laible*

Don White and his SPAD XIII. I do recall it being the Eflite (Great Planes) Dawn Patrol series.



JUNE MINUTES

by *Kent Stromberg*

Next month's refreshments Mike Laible

Guest Jeromey he actually joined just introduced himself

Card for Brian Morris

Don got 55 gal trash bags placed in field box

Fritz is working on learning Web page construction

Dave Hoffman – Treasurer report 4670.00 on hand discussion of budget vs amount spent

Canopy my need replacing before fall, canopies already purchased

Ken and Frank have rc related items to sell

Discussion of old entry list at Guard shack 9.MOU no Change

Guest: Bob Obenberg of Tru Turn. Discussed his company and different types of Spinners
Model of the month Don White and his SPAD XIII

NIGHT FLYING AT JSC

by *Terry Dunn*

There are several members of our club who have been active night flyers for some time now. June 17th was the first attempt to rally our evening aviators for a unified outing. I hesitate to use the word "planned", since the idea was concocted that very morning. Our impromptu get-together took shape under the assumption that kitchen passes would be relatively easy to come by on Father's Day.

The sun sets late this time of year, so we didn't plan to meet until 7:00PM. I arrived at 8:30 to find plenty of light left in the sky. I'm sure it was well after 9:00 before we had full-dark conditions. But that's okay because it's fun to fly lighted planes at dusk too.

The pilots in attendance were me, Mike Laible, Fitz Walker, and Matthew Hart. We also had a few spectators who came to join the fun. Unfortunately, the security guards turned away a few potential participants who are not NASA-badged. That is a kink we'll have to work out for the future.

Altogether, we fielded six lighted airplanes. At one point, we managed to have four airplanes in the sky simultaneously. Mike and Matt had their models configured with lights on the outside of their airframes, while Fitz and I used internal lighting. Both approaches work well. It's simply a matter of preference.

I think that Matt's ElectroStik took the prize for "Brightest Airplane". There was no way you could miss this green and red meteor circling the field. Mike's illuminated trainer deserves honors for "Most Flight Time", although Mike was not its only pilot. It seems like this airplane was on the ground only for brief refueling pit stops the whole time I was there!

Fitz brought along his Pop Fly flying wing and Mini Flash. Both models have onboard light controllers that allow Fitz to change the light colors in flight or automatically cycle through a range of colors. It's a really cool feature to watch. The Mini Flash is also notable because it has a balsa airframe and opaque iron on-covering (Solite brand). Most internally-lighted models are skinned with transparent covering or thin foam. The opaque Solite does a great job of diffusing the light from the LEDs and gives the airplane a vivid all-over glow.

I brought my Glow Dog and Hots Flash models. Both are built from thin sheet foam. This was my first opportunity to fly the Glow Dog at night. It is a 6-foot wingspan model of the Cessna O-1/L-19 Bird Dog. At only 3.5 pounds, this airplane can fly pretty slowly. However, I had a hard time judging its flying speed in the dark. Other than a few bouncy landings, everything turned out fine.

Unfortunately our night fly was rather short. By 10PM everyone had packed up so they could be in bed at a decent hour. I'm happy to report that all of the attending models made it through the night without damage. I was able to capture a little bit of the action on my video camera. Go to my channel, "RCRBOAW", on youtube.com if you'd like to see the short movie I put together.

Perhaps there are other club members who are interested in night flying, but don't know where to start. I'm sure that any of us current night pilots would be happy to help with set-up tips and sources to buy lights. Judging by the response to our Father's Day event, there will be many more evening events at JSC. Come and see what all the fuss is about.



Mike Laible pilots his LED-equipped trainer model as the darkness settles in. Mike gets credit for pulling this last-minute gathering together.



Fitz Walker displays his Mountain Models Mini Flash which features LED lights under opaque iron-on covering.



Here are five of the six night flyers present. Note the varied lighting set-ups. All are effective.

TBM-3 AVENGER BUILD

by Charlie Teixeira

Early this year I got the urge to start building a TBM-3 Avenger kit that has been sitting in the garage for some time. The kit is produced by Skyshark which I believe is no longer available.

This is the first Skyshark kit I have built. It is a 72" wingspan model sized for .60 to .90 motors. The TBM-3 Avenger is a fascinating

airplane different in many respects from most WWII war birds and the subject of another article at a later date. But now the kit building.

The kit has a gazillion die cut parts and considerable cockpit details are included. Many of the cockpit parts even have rivets etched into the balsa. The die cut parts were top notch and the balsa was of good quality, light but on the soft side. The kit did not include any hardware which is not typical of most kits but that is OK with me. It gave me a chance to use up a lot of hardware accumulated over the years. All the wing ribs and bulkheads have lightening holes die cut out to save weight as the following pictures will show.

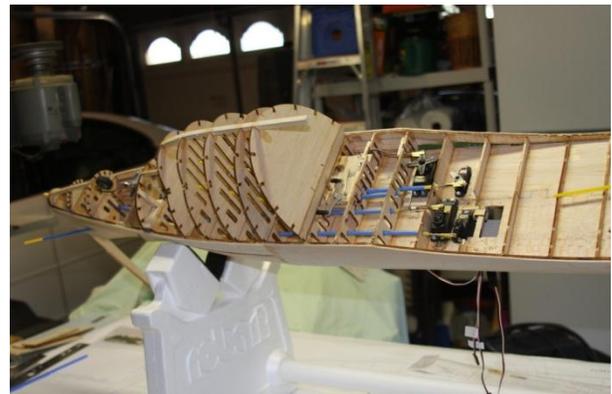
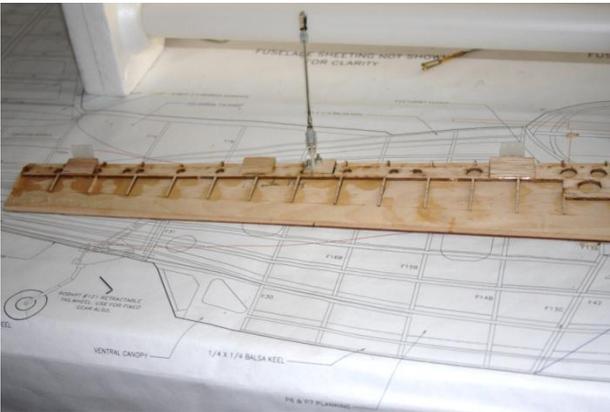
The wing construction is straight forward except for a few quirks that I opted to modify. This plane has four huge segmented flaps driven by two servos via a wire "Y". The plans called for the servo installation to be in the ribs mounted horizontally (i.e. facing the wing tips) in such a way that once the wing was sheeted there wasn't any access to the servos. In my book that is a no-no. Instead I used a separate servo for each flap section mounted on a plywood panel screwed down and accessible. The downside however is that hooking the servos and flap linkages up was now tricky and could only be done as the final step when setting the hinges as all the linkages are totally internal to the wing. Speaking of flaps, check out the detailed inner structure of the flaps also provided by die cut parts.



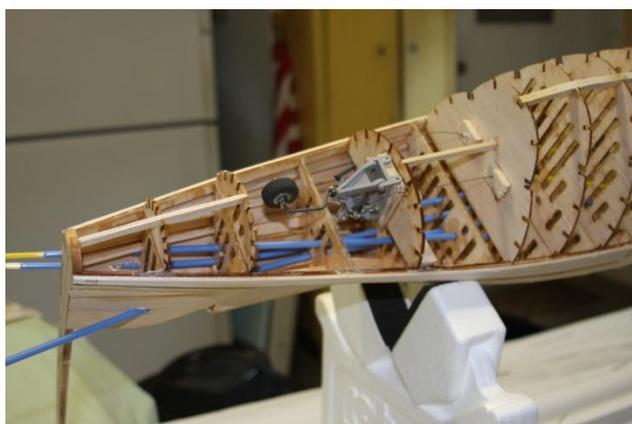
The wing has since been sheeted and is ready for final sanding. The modifications I made added some weight in exchange for some ease of maintenance and accessibility.



The fuselage comes with extensive cockpit details some of which are installed and painted early in the build. I can see that it had to be this way but I kept breaking some of the thin balsa parts every time I flipped the fuselage over.



One of the several but minor faults with this kit is the lack of room to install the radio and servo gear. Cutouts were provided for several servos in the wing saddle area but several servos would interfere with the wing. It is interesting that the plans show four servos on the top view drawing but several are omitted on the side view. The reason is that the servos will not fit without interfering with the wing (an honest omission?). There were few options left but to get smaller (but high torque) servos for the main control surfaces.



The above figure shows the tail end with the retractable tail wheel and pull-pull steering system. The heat in the garage must have gotten to me at this point for even considering a retractable tail wheel. I happened to have a Robart retractable tail wheel hanging around the shop for years otherwise I would not have opted for the added complexity and tail weight. Now that it is done (and working) I'm glad I did it.

The next phase was to start running wires, on-board glo-driver etc which I did before sheeting the bottom of the fuselage. It is amazing how tight it is in the fuselage considering the large diameter of the fuselage. But having a mid wing with a belly pan and a deep cockpit takes away a lot of space. The air tank will not fit in the fuselage as suggested in the plans and will have to go in the belly pan.



Seeing the engine mount in the above photo reminds me of another surprise. I had planned to use a new four stroke Saito 1.15 but it turned out not to be a good fit. The engine, having the carb in the back, pushed the thrust washer/prop forward of the cowl a good 1 ½ inches which would have looked really bad. I tried to get a modified (longer) cowl but the cost and availability ruled that option out. I considered a different engine mount, extending the fuselage etc but none of the options were good so I opted for an OS.95 and a Jtec in-cowl muffler which turned out to be a perfect fit. This engine will fit entirely within the cowl mounted upright which doesn't happen too often with warbirds. I will go with a larger motor than the kit called for because I believe the plane will come in at over 9 pounds. The "fact" sheet that came with the kit stated that flying characteristics were "good" with weight as high as 14 pounds which is a good hint that the weight will most likely be closer to 14 than 9 pounds. Also, guys on RCUniverse threads were typically flying this plane with 1.20 four stroke engines so the recommended .60 to .75 two stroke engines would probably result in an underpowered airplane.

So far it has been an interesting and challenging building project. More later.

Upcoming Events

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

Mike McGraw 281-844-5431

Heli & Fixed:

Brian Campopiano: 832-524-9590 (H)

The R/C Flyer

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

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 or Mike Laible at mrlaible@sbcglobal.net

Club Homepage

<http://www.jscrcc.com>

FOR SALE

OPEN HOUSE SATURDAY 7-14-2012

10am-4pm

All items are free to club members

John Campo
16402 Brookvilla Dr
Houston, TX 77059
Corner House

=====