



The R/C Flyer

Volume 28, Issue 8

August 2004

Next Meeting – August 12, 2004, Clear Lake Park Building – 7:00 PM

July 2004 Meeting Minutes

By: Mike Goza, JSCRCC Secretary

The Meeting started at 7:00pm 7/8/2004

Old Business:

Herman Burton will build some portable tie downs for aircraft. They should be out there soon. The radar screen issue has been brought up to NASA. It is in their court again.

The club has decided to put up a "Keep Left" arrow and a "Stop" sign at the junction to the field. We will check with JSC to see if we can get a sign from them or we will pay for one ourselves.

A protective screen will be added to the crosswind end of the overhead shade to help protect from stray aircraft.

New Business:

Mike Goza showed off merchandise being sold to raise money for the US Team to go to the World Championships. Any purchases would be greatly appreciated by the team. Please visit the official team web site WWW.USAF3C.COM

A grass runway was mentioned for the future. There was some discussion about maintenance issues. It was proposed to mow the ends of the crosswind runway and then maybe a parallel runway to the main runway. There will be a proposal in the newsletter to gauge interest in this endeavor.

An AMA Grand Event will be held at Scobee Field on the west side of town. The event is designed to expose the public to modeling. All types will be demonstrated and

buddy box flying will be available. It is still in the planning phase and they are looking for volunteers. The event is to take place in September 2005.

Don Fisher volunteered to bring refreshments for next month's meeting.

Model of the Month (MOM)

Don Fisher brought a Hanger 9 Twist for show and tell. It is an ARF sport 3D style plane. Power is provided by an Irvine 46 engine. It has a number of mixed functions on it for aerobatics.



Fisher's Hanger 9 Twist

Herman Burton won MOM with a Great Planes P-38 profile style aircraft. Herman sheeted the wings and painted it as opposed to open bay wing construction. He also added some very nice rivet detail. Initially he had a vibration problem but Herman has since solved it. It is powered by two 25 displacement engines.



Herman's P-38 MOM

Entertainment:

James Hornsby brought the entertainment for this month. He discussed pylon racing aircraft. He discussed the new sportsman class of two pole racing. All contestants have to use the Predator Quickie 500 aircraft and a Thunder Tiger 40 engine. There are three races coming up. They are Aug 14 & 15 at Brazoria, Sept 4 & 5 at Seguin and Oct 2 & 3 at Scobee field in Houston.



James and his Quickie 500

Meeting adjourned 8:45pm

Addition of grass runways

By: Editor

Discussions arose at the last club meeting concerning the desire to extend our runways to include

1. A grass runway parallel to the existing main runway
2. Extend the cross wind runway onto the grass areas, north and south, to lengthen the runway.

Issues arose concerning the amount of work it would take to prepare the field, the equipment needed, and the manpower (volunteers!) required. This issue is not only for the initial preparation but also probably more importantly, the recurring maintenance that would be required. At the meeting, I agreed to run an article in the newsletter to gauge the membership on their support for this initiative. This would require a significant number of man-hours but is doable, an example being the Texas City club which has been maintaining their grass field for many years through their volunteers.

It was decided to at least mow the grass and then make an assessment as to the amount of work that would be required to prepare and maintain the runways. Since the last meeting, Tim White was kind enough to take his "farm grade" mower to the field and mow the south extension to the cross wind runway. The "grass" is very thick, and the surface is very rough and a couple of inches above the adjoining paved surface. The bottom line is that it would take an extensive amount of work to scrape, smooth, level/crown, and sod the field to turn the area into suitable runways. It is (in my opinion) beyond what we as a club, on government property, could do even if we had the resources.

The subject needs to be discussed at the next meeting and resolved one way or another. It is a goal worth going after, but if we are going to pursue this we will need JSC support and approval before we go any further.

What do YOU think? Are you in favor of expanding our runways to include grass? Would you be willing to volunteer to help maintain the runways (e.g. mow maybe once a month depending on the number of volunteers)? Come to the next club meeting and voice your opinions, IT IS YOUR CLUB!

Elections Coming Up!

By: Editor

In the next newsletter we will start soliciting (terrible word) nominations for next year's club officers. Nominations will be taken at the September meeting, ballots sent out in the October newsletter with the election at the October meeting.

I don't know where the heck this year went to but that time of year is approaching rapidly.

If you have not given back to your club some of your time and energy, now is the time. Be thinking about it and be ready to do your share in keeping this club a vibrant, active and fun oriented club.

CARNAGE ON THE RUNWAY

By Herman Burton

[Written with the permission of Lt. Col. Richard (Dick) H. Schiebel, U.S.A.F., retired, from personal letters he sent home to his parents while on active duty in Korea in the spring of 1951. Dick currently makes his home in Galveston, Texas. He and the author have known each other over 50 years.]

21 Feb. '51, 1630

We lost 11 ships yesterday, and not one was due to enemy action. I had flown an early mission & was lying in my sack when a guy pops his head in the door and yells "Crash!" I grabbed my camera and ran out toward the runway. The smoke was billowing up big and black. It was an F4U Corsair that had had a gear collapse on takeoff. The pilot jumped clear just as 3 rockets cooked off and headed for our airplanes about a half mile down the line. The rockets altogether destroyed 6 of our airplanes. One brand new one that had been flown in the day before has to be junked. The rocket went through the fuselage just behind the cockpit. Two others received major damage, and three others minor damage. A 500-pound bomb on the Corsair exploded just as I was taking a picture of it. I was about a half mile away, & the concussion was tremendous. All the windows of the airplanes on the line were broken, and the only recognizable parts of the Corsair left were the engine and one wing. No one was hurt or even scratched, which is slightly unbelievable, considering the bomb, rockets and about 50 rounds of 20 mm shells that cooked off.

Shortly after that, one F-51 over ran another on the runway, and chewed the tail & wing off the front one. The rear one burst into flames and was totally destroyed. Then, about 20 minutes later an F-51 landed with a flat tire and nosed up off the runway into the sand. No one was injured in either of these accidents. All in all, it was a very successful day for the enemy.

After the carnage on the runway, Lt. Schiebel heads out on his next mission and gets an opportunity to destroy an enemy tank. He describes the action in his next letter home.

Tuesday 1740
27 February 51

Pusan

Yesterday, Monday the 26th, I had my best mission. We started out to recky, but when we got into the Seoul area we heard a mosquito calling for any flight in the area with a full load. Well, we did, so we answered him. He said he had 2 tanks spotted, and would like us to work them over if we wanted to. We said "Roger!" and went to find him. He was just outside Seoul to the N.W. about a mile, and the tanks were camouflaged behind a ridge. Tandy dropped his napalm on one, but overshot a little with that one, and the other one was a dud. It burned a little, but was only smoldering when I came in on the second tank. I overshot a hair with my first napalm, but was determined to hit it with the second one. I flew just over the tank and hit it right on the nose. We pulled away and strafed troops on a hill nearby for about 5 minutes, & then came back. My tank was burning nicely, but Tandy's was just smoking so he said "Let's put a rocket into it!" I said "Okay," but have learned that putting rockets into a small target is a real tough job. Well, he hit the tank right on top with his first rocket, & it burst into flames just as he pulled up to fly away. About a minute later the fire must have hit the ammo because it exploded, throwing debris at least 100 feet into the air. I saw parts of metal flying through the air. Then we strafed mine a little more, and as I was going in on my last pass it, too, exploded, blowing flames and smoke about 100 feet high.

After a delightful and refreshing R & R in Tokyo following the tank episode, his missions continue. Other pilots are not as lucky as the junior grade Lieutenant Schiebel, though.

12 March '51
1530 - Monday

Yesterday I got 2 sorties in. The first one, No. 18, was a three-ship close support mission up near the Han River bridgehead. We hit a ridge loaded with enemy troops. We couldn't estimate damage, but the controller said we were right on the target. My next sortie was a special mission that was called when a ship reported many vehicles, guns and troops in the area near Kumsong. There were camouflaged objects all over the place. We got a tank, a couple of trucks & were just getting to work on more of the troops when one of our guys got hit in the coolant radiator. He lost a great deal of fluid, and it was touch and go for some time as to whether or not he would lose the aircraft. We climbed and headed for the coast, thinking that if he didn't make it home he could bail out over water and be picked up by one of the many surface vessels in the area. However, the hole must have been a small one because after about 10 minutes the coolant vapor trail stopped. He

landed at a base just south of the 38th parallel at Kangnung called Coryo. I got in six hours of flying, and was really bushed!

The 40th squadron lost a man today. We don't know the complete story yet. His flight mate didn't see him go down and does not know if he bailed out, burned or what. He didn't even know where he crashed. Yesterday a pilot from the 40th bellied in about 75 miles north of the bomb line. He hid beside his plane while they shot at him. One of our pilots came over and strafed the enemy and kept them away from him. He got in a ditch & was on the ground 54 minutes until a helicopter picked him up. He was very lucky because a chopper just happened to be in the vicinity when he had to crash land a long way behind enemy lines.

The spectacular reliability of the aircraft during the Korean War is both a testament to the superb craftsmanship in building them, as well as the dedicated service personnel who maintained them in combat readiness. Even so, a ship would occasionally develop a mechanical malfunction.

1345
Palm Sunday
18 March '51

On Friday morning I took off at 0900 with our C.O. but immediately after takeoff I lost my electrical system and began to leak coolant out the right side of my engine. Col. Robertson saw it & we dumped our napalm in the river and being just about over base K-10, a Marine fighter strip about 35 miles from my base, I landed there immediately. I lost oil pressure when I was taxiing in to the Marine base, but I didn't know yet what was wrong. I called back to home base & they told me to get back the best way I could. I caught a jeep ride into Pusan, caught a bus from there, and got back to base after a harrowing 35 miles of dusty roads at 1300. I was assigned another airplane, and at 1400 took to the air again with Tandy to recky. We worked with a mosquito just north of the Han, just east of Seoul where I knocked out 2 gun emplacements with my napalm. Our tanks were waiting at the bottom of the hill, waiting to go through the pass while we worked over the gun positions. The mosquito called the ground controller & said "OK, dogfaces! You can move up now, your hill is completely neutralized!" That makes you really feel like you're doing something toward winning this thing.

Fighter pilots are called on to perform other duties, too. Dick's 30th mission was a CAP (Constant Air Patrol) for General McArthur, who had come into Suwon in his 4-engine Constellation. After about 20 minutes on the ground,

the general took off for Wonju. Dick and other F-51 pilots provided air cover until Gen. McArthur was safely on his way to his next destination.

Pilots who were unlucky enough to get shot down, but who were still alive after safely parachuting from their stricken aircraft, were a top priority to be rescued. Dick describes his role in one such successful rescue.

By the time we got there the downed pilot had a cover of six F-51s circling him, so we went back to base K-13 to lead the windmill up to him. The 'copter wasn't on the ground 5 seconds before he was aboard & they were off. He reported receiving ground fire from a group of houses nearby, so we went back, gassed up, and got two 500 lb. bombs each. Our flight dropped six 500-pounders on the area where we knew the guns were that had shot down the pilot. The same gun emplacements had shot down 5 of our ships the previous week. If we didn't kill them, they've got a mighty big headache; all six bombs hit within a 300-yard radius. Eight more planes hit the same area later, so we feel confident we got 'em. Then we went back to the area where the downed pilot received the ground fire and really worked it over. We leveled the buildings with rockets and set a flock of others nearby afire with incendiaries, so we feel a bit avenged.

Easter morning, March 25, 1951, starting at 0915, Lt. Schiebel writes a letter to his parents describing what he thought was "...a cannon shot, that blew the top of my canopy off while I am strafing an enemy position." Flying at some 300 MPH, this is not a desirable situation. (Continued next month.)

Assembling Your Own Servo Connectors

Forwarded by Ron Madsen, Authored by Rob Crockett,
<http://www.ncws.com/rcrock/connector.htm>

I purchased male and female JR/Hitec style connectors from Major Hobby (1-800-625-6772), but many suppliers carry them. A pack of 4 connectors is about \$9.00. These things are actually made by Custom Electronics, and I think you can order directly from them at 1-888-584-6284, M-F 9am to Noon. The package comes with a nice set of instructions, and has pin diagrams of the major manufacture's connectors.

After I purchased a bunch of connectors (funny how that works), I noticed that Dymond Model Sport sells connectors

at a much lower price (\$5.00 for 10) and has the complete servo pigtailed also at a low rate (\$1.50 each). I haven't purchased from them, and I can't comment on the quality of their materials. Check their web site under "electronic accessories". They have several types of servo wire as well, and they have the crimper for the connector pins. After I spent \$20 plus shipping mail-order for the crimping tool to make up a batch of Hitec receiver battery connectors, I noticed an absolutely identical tool hanging on the rack at a local Radio Shack electronics store. Part number 276-1595, this "D-sub pin crimper" is complete with two pin bays for 20, 24, or 28 gauge pins, even has the same "TAIWAN" stamped on the side, and can be had for \$10. If your local store doesn't have it, they can easily order it, or you can call Radio Shack Unlimited at 1-800-843-7422 and order it yourself. If you bought the connectors from Custom Electronics, you have a fairly decent set of instructions right in the package with the connectors. If not, here is a quick summary (that will probably make a whole lot more sense if you have the connectors and crimper in front of you). You can check the proper arrangement of the servo wires for connectors at <http://www.fatlion.com/sailplanes/servos.html>

Use your keen powers of observation to carefully examine the black plastic connector shells, the silver pins, and the crimping tool. Note that the female pins go into the male shells, and the male pins go in the female shell. Note that the pins have a notch on one side that accepts the locking clip on one side of each hole in the connector shell. Note one end of each pin has two sets of adjacent crimping wings, one for bare wire copper and one for insulated wire. Note that each of the two crimper jaws is made of two pieces of sheet metal, making the depth of the crimping troughs deeper on the numbers side (for the lesser insulation crimp), and shallower on the other side (for the tighter wire copper crimp). Look carefully at the troughs and see a ridge at the bottom that folds the pin wings back into the wire copper or insulation. Use the 28-24 slot for your regular wimpy servo wire, and the 24-20 slot for beefier battery wire.

Look carefully at an assembled servo connector to plan the wire order and the position of each pin notch in your final product. Enough with research . . . time to crimp. Strip the insulation from the end of each wire, just enough to have uninsulated wire in the wire wings, insulation in the insulation wings. If the other end of the wires you are working on end in a battery, try not to be too surprised when the wires spark and the battery gets really hot as you short the wires—been there, done that. I twist the strands of each wire, and I "tin" the copper with a soldering iron and a tiny amount of solder to hold things together and give the pin more to bite, but others don't (the factory certainly does not). Gently pinch the pin wings together slightly so that the pin will fit firmly, wings first, into a trough, with the wings

flush on each side of the crimper. Put the pin in the crimper so that the wire comes into the pin from the numbers (insulation) side of the crimper. Think again about where the pin notches need to be for your final product. Hold the wire in place in the pin with one hand, carefully eyeball the process, and crimp with the other hand, crimping both insulation and copper with one squeeze. Once all the pins are on the two or three conductor wires, slide the pins into the connector shell, all at the same time to avoid separating the wire strands far back from the connector, until each shell clip clicks into each of the pin notches. A pin or dental pick can help push in the pins, or release the clip if you goofed. Triple check it, because you can smoke a servo if the wires are swapped. I think the first connector I made looked a little ragged, but I quickly improved.

PCB connectors

If you are still not satisfied that you've saved enough, you can dispense with the official connectors altogether and make your own from PCB connectors or "board mount interconnect products". You will definitely need to be able to solder reasonably well to use these little guys though, and I'd recommend getting a little soldering "helping hands" gizmo (see the soldering page) to hold the connectors and wires while you expertly solder them together. Part 929834-02-36-ND (male 36 pin connector, \$1.39) and part #929974-01-36-ND (female 36 pin connector, \$2.04) from Digikey (1-800-344-4539). These are made by 3M and have the same pin spacing as standard servo connectors, and you can cut them up to make 12 connectors of three pins each for a considerable savings. Before you get huffy about using only real connectors, take a look at your receiver--those pins soldered to the circuit board in your receiver are the same sort of thing as these connectors. I found that a razor saw, particularly with a little miter box, makes quick work of cutting the 36 pin connectors into two or three pin connectors. Note that the female connector is the one that plugs into your receiver, since these connectors do not have an external shell. You can pull the pins out of the connector shells with a little effort, but the pins then will not lock back in as with the crimp connectors above. With a soldering iron and some 1/8" or 1/16" shrink tubing, you will be set. Digikey part SFTW2018K-5-ND is 1/8" and SFTW2116K-5-ND is 1/16" black very flexible polyolefin heat shrink tubing, \$2.48 for five feet. Servo wire can be purchased from most servo suppliers, and costs about \$12.00 for 50 feet. All up servo pigtail with 5" wire (\$0.10), connector (\$0.17), and 3/4" shrink tubing (\$0.03) is about \$0.24 each, not counting solder and your time.

Written by Rob Crockett
October 1999
Updated February 2001

If any of you have doubts about the skills possessed by some our club members, just check out the next article.

VIBRATION DAMPING ENGINE MOUNT

By: Tas Crowson

This project came from a desire for a vibration damping mount for a Saito 100 twin to be mounted in a Top-Flite Gold Edition Corsair. Finding nothing available commercially I started with the Du-Bro elastomeric inserts for the large engine mount. Two blanks of 6061 aluminum were cut and milled to the outside dimensions; the following pictures show some of the first steps in milling away excess material. The last picture shows the finished product.



Upcoming Events

By: Editor

9/4-5/2004: Houston Hawks Woody Roundup for 444(JSO), Crosby TX. Contact CD Jack Womack at 936-203-8392 or go to www.houstonhawks.org

9/10/2004: Art Watson/Dave Thommason Memorial Fly-In, Crosby TX. Contact CD Charlie Stevens at 713-473-4995. Sponsored by Propnuts RC Club.

9/17-19/2004: 16th Annual B-17 Gathering & Big Bird Event, Monaville TX. CD is Nick Stratos at 281-471-6762. Check www.bomberfieldusa.com

9/24/2004: Big Bird Fly-In, Huffman TX. CD is Odis Everts at 281-449-9179. Sponsor is Jetero R/C Club.

9/25-26/2004: 20th Annual Big Bird Fly-In in Waverly TX. CD is Yale Taylor at 936-760-2654.

10/1-3/2004: Houston Combat Championships for 328, 330(JSO) at Scobee Field. CD is Richard Stubblefield at 281-358-3522. Sponsor is Proptwisters of Houston.

10/16/2004: 20th Anniversary Big Bird Fly-In, Deer Park TX. Paul Curry CD, 281-487-3749. Sponsor is Bayport Aero Club.

10/30/2004: Fall Fly-In, Livingston TX. CD is Mike Muehr, 936-967-0487. Sponsor is A.R.F. RC Club.

Some Humor

Memo about Physicians:

- * The number of physicians in the US is 700,000.
- * Accidental deaths caused by physicians per year are 120,000.
- * Accidental deaths per physician are 0.171 (U.S. Department of Health & Human Services).

Then think about this:

- * The number of gun owners in the US is 80,000,000.
- * The number of accidental gun deaths per year (all ages) is 1,500.
- * The number of accidental deaths per gun owner is .0000188.

Statistically, then, doctors are approximately 9,000 times more dangerous than gun owners.

FACT: NOT EVERYONE HAS A GUN, BUT ALMOST EVERYONE HAS AT LEAST ONE DOCTOR.

Please alert your friends to this alarming threat. We must ban doctors before this gets out of hand.

PS: As a public health measure, the statistics on lawyers have been withheld for fear that the shock could cause people to seek medical attention.

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The R/C Flyer

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