



The R/C Flyer

Volume 33, Issue 07 August 2008

Next Meeting

August 14, 2008,
Clear Lake Park Building – 7:00 PM

In this issue:

- ✈ In the Pits
- ✈ MAIDEN FLIGHT SUCCESS
- ✈ NIGHT FLYER
- ✈ Charlie Teixeira and his giant scale B-25
- ✈ NIGHT FLYER
- ✈ Something Technical



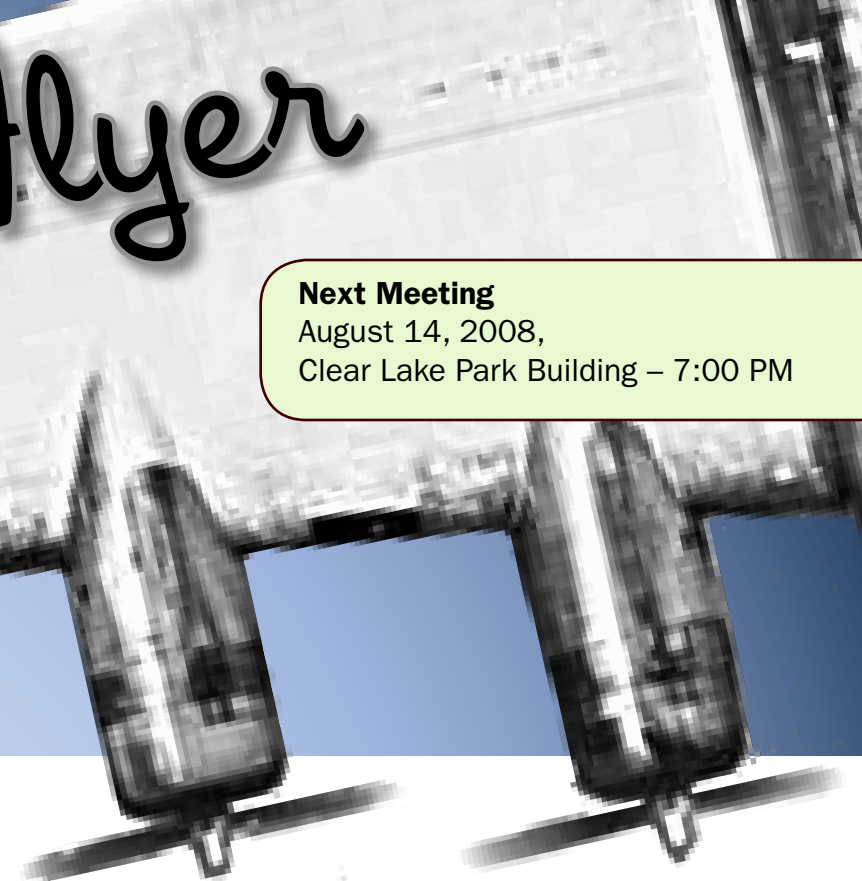
Speaking of vacations, I took a picture of a model shop in old town Boston. Note the sign “Kits for Sail”. Anyway, it was closed so I didn’t get to check out the goodies.

In The Pits

By Michael Laible, President

Summer is moving right along and this means an end to vacations and the start of the school year. Oh well, I guess it’s time for some flying and Bomber Field, Gathering of the Bombers. Make sure you come on out and join the JSCRCC tent, September 19-21, 2008.

Another interesting item on my vacation was a visit to Owl’s Head Museum in Rockland Maine. The museum is on the coast of Maine and has a collection of wonderful vintage aircraft and the best auto collection I have ever seen. I captured a Spad and an early passenger plane. I did not get the aircraft type but I am sure at the club meeting several of our esteem members will enlighten us.



And finally a 1903 Winton. This car was the first to cross the continent and cost \$2500 (1903 dollars) new. The trip took six weeks (in the Winton, not my vacation).



I hope everyone enjoyed the last meeting. Herman and I tried to give guide lines for fiber glassing and it must be noted that everyone has their own style. With that statement, I would like to edit a few techniques that I presented.

I mentioned using a business card for the first application and then a foam brush for the second application. This does work, but the second coat is rather thick and leaves a lot of sanding. After using the credit card technique I actually got a better first finish and the second, with a light touch and a thin fake credit card (the ones you get in the mail advertisements), required less sanding. So my changes are, use a credit card for first application and a thin plastic for second coat.

My last item for this month is some more pics of the B-25 project taking place in St. Louis. The first pic is of the



wing center section with the two Ryobi's mounted. Nice clean installation with the electronic ignitions, no flywheel.

The next pic is the model assembled. As my Dad says, it takes up the complete garage. I have a new Airtronics RD8000 2.4 Ghz to pilot the plane. I have always been partial to Airtronics and was waiting for the 2.4 system. I am



thoroughly convinced personal radio makes are like your first car. For some reason you stick with the same make. I plan to fly this plane in team scale at the 2009 Nats.

Now for the business side of the letter, ahh, what the heck, what business, no business here, just **plane** fun.

So, see ya at the next meeting and of course -
See ya at the field,
Mike



MAIDEN FLIGHT SUCCESS

By: Herman Burton

JSCRCC club president Mike Laible was the test pilot for Herman Burton's giant scale P-47D-25 on Saturday morning, July 12, 2008, for its maiden flight. Numerous mechanical problems had plagued the P-47 for months, and it was not until June that all those were solved. But on the morning of July 12, with a small crowd of club members present for the cheering squad, Mike performed a number of taxi tests and static ground tests prior to putting the plane in the air for the first time. The plane performed perfectly, the flight was a complete success, and with trembling knees, Mike brought the plane in for a perfect landing after trimming it out and flying it around the five complete circuits.

Congratulations, Mike, for great piloting!

Charlie Teixeira and his giant scale B-25

By: Herman Burton

Charlie Teixeira is posing with his giant scale B-25 prior to performing taxi tests at a local radio control club in the area. After several taxi tests, one engine would not perform satisfactorily, and the maiden flight was cancelled until hangar maintenance could be initiated.

Charlie is hopeful to be back at the field shortly.

We wish him good luck on the maiden flight!



NIGHT FLYER

By Herman Burton

During my first trip to the annual B-17 Bomber Field radio control event at Monaville, Texas, which was about five years ago, there was a pilot there at the time who had a model decked out in lights who flew in the dark of night. The thought has stuck with me these many years to one day build my own night flyer. Well, a few weeks ago I decided to do it.

The airplane of choice for my night flyer was the Sig Mfg. Co. 4-Star 40. I know from having built the 60-size and the 120-size in this series of kits that the plane builds fast, is easy to fly, and lands slow and easy. All very much attributes for my concept of what a night flyer should be. I say my concept, because I have never flown at night, and I definitely wanted an easy flier.

Having made the decision about the airframe, the next choice was what kind of lights, and how many, should I put on the plane. RAM Enterprises advertises in the modeling magazines I take, so I

decided to order their flashing navigation lights; green on the starboard (right) side of the ship, red on the port side, and white on the top of the fin. They also make white landing lights, so I ordered those, also. They come with a micro switch to be activated by a servo, so I built a removal panel on the underside of the wing. This panel has a servo which I will plug into the flap channel of the receiver. Then, with a twist of the flap dial, the landing lights will come on during final approach. Keeping the wings level for touchdown will be much easier with the landing lights on, since I will know how level (or not!) the wing is.



However, just having flashing lights at the tip of each wing and the fin works fine if you are flying a full size aircraft, and can see what is going on below you from the cockpit, and you want other planes to see the one you are piloting. With radio control airplanes, flying from the ground and having to watch your plane in the distance, I decided some other more visible lights would be desirable to assist with both orientation of the plane, plus to help with just seeing it up in the dark of night, flashing navigation lights not withstanding



So, I went over to our friendly Electronic Parts Outlet (EPO) store in Clear Lake to see what type of low voltage LED lights they had. They have strings of 3 LEDs bunched together, available in different colors. The photo below shows how these lights look. The beauty of them is the fact they can be bought in any length desired, from one to as many as fifty. I only needed a string of 7, alternating the lights on the front of the spar and the rear of the spar, since I intended to cover the airplane with transparent covering material. The second photo shows the finished wing with all 3-cluster red/green LEDs installed.

This next photo shows the wing assembly finished with only the 3-cluster LED lights installed.



The last photo shows the LED wing lights attached to a 9 v. battery power source in a dark room. The navigation lights and landing lights have not been installed yet at the time of this article.



Next month I will write the concluding article on the installation of the landing lights, the navigation lights, plus the lights bought from SUPER-BRIGHTLEDS for the tail feathers. I will show a photo of the finished airplane, taken at night, with all 165 lights illuminated. Yes, that figure is correct. When complete, the plane will have 165 LED lights in red, green, white and blue.

Something Technical

By JSCRCC President, Michael Laible

A colleague of mine passed this AIAA paper on to me a couple of months ago. It is very interesting on the use of an electrical field on surrounding plasma. The bottom line is the electric field keeps the air flow attached at higher angles of attack, thus delaying stall. If anyone wants the complete paper, I will be happy to email it to them. Just write me at mrlaible@sbcglobal.net.

43rd AIAA Aerospace Sciences Meeting and Exhibit
10 - 13 January 2005, Reno, Nevada AIAA 2005-563

Overview of Plasma Flow Control: Concepts, Optimization, and Applications

Thomas C. Corke_ and Martiqua L. Post†

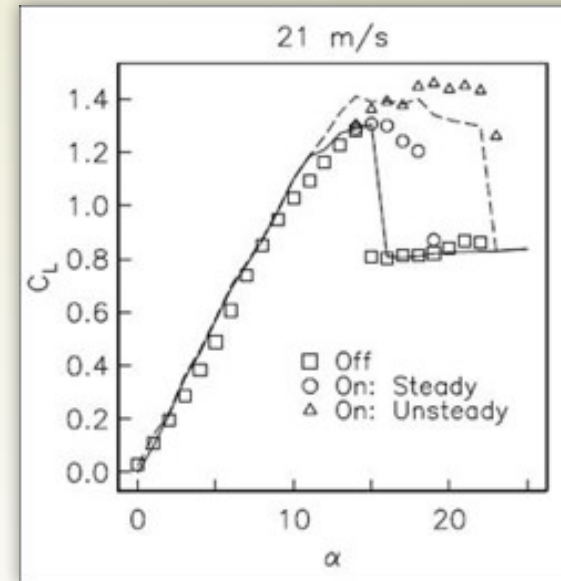
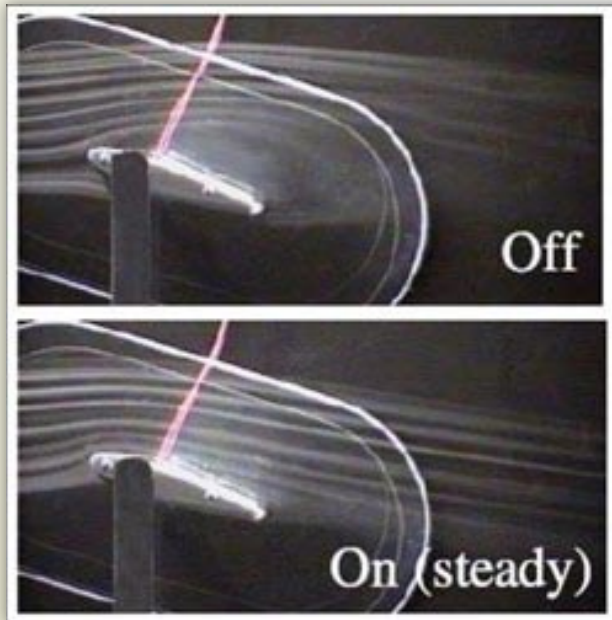
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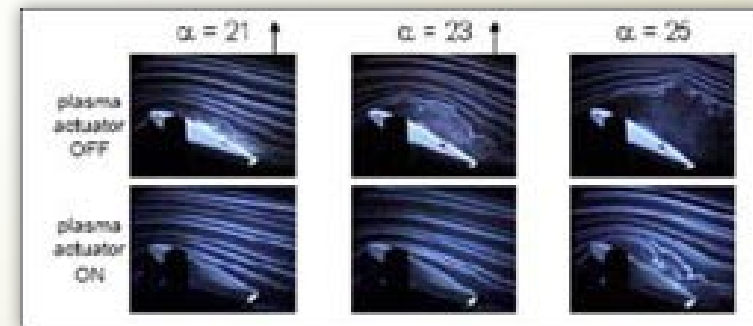
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This paper presents results from a number of the applications of plasma actuators including leading-edge separation control on a wing section (“plasma slats”), separation control for low-pressure turbine blades, and control of dynamic stall on oscillating airfoils related to helicopter rotors.



The graph shows the delay of stall by using the plasma actuators.



The plasma actuator has proved to be effective in controlling flow separations in a variety of flow applications. When placed at the leading edge of wing sections at large angles of attack well past stall, as much as a 400% increase in the lift-to-drag ratio has been consistently obtained. Similar leading-edge actuator designs were effective in controlling leading-edge separation, and the control of the dynamic stall vortex on oscillating airfoils simulating helicopter rotors. In this application, as much as a 13% improvement in the cycle-integrated lift was obtained.

Model of the Month



Larry

Larry brought a CH47 twin rotor helicopter. It uses on board electronic mixing to provide control. It's basically two Trex 450 helis put together with special frames.



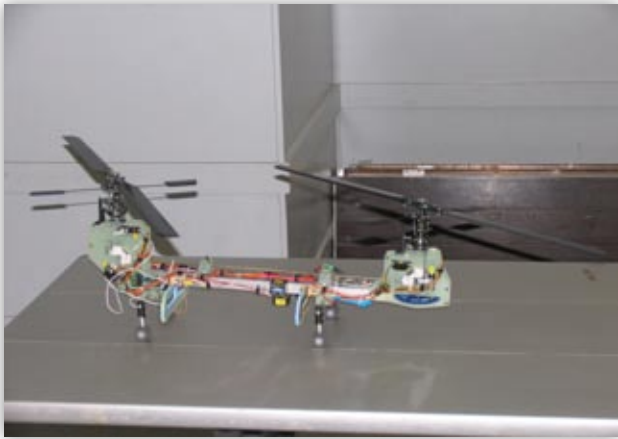
Mike Goza

Mike Goza brought a Xcell Furion 450 as a show and tell. It is a preproduction helicopter he is reviewing Model Helicopter Technique magazine.

See what your missing!! I hope I see you at the next meeting.

July Meeting Pictures

Photos by Taswall Crowson



July Meeting Minutes

By Michael Goza

Old Business:

Getting a portable bathroom placed out on the field will cost \$100 a month. The club will have to decide if that having one is worth it. We are investigating other avenues.

Herman Burton has grommet pliers so we can put extra grommets into the canopy at the field. It is already starting to rip at one of the existing grommets.

New Business:

Mike L. updated our web site before the meeting. Randy has a new web page just about ready to go. Hopefully he will release it by next meeting.

Steve Takacs from RC Creative Hobbies and Jazz Graphics gave a presentation on his vinyl graphics business and what he can provide modelers for custom applications. He also has various products for the modelers like prop nuts and mufflers.

Entertainment:

Mike Laible gave a demonstration of fibreglassing balsa sheeted surfaces.

The R/C Flyer

Articles and Want Ads may be submitted to the Editor, Randy Collier at 12323 Ramla Place Trail, Houston TX 77089 in hard copy or via e-mail (preferred) to randy_collier@sbcglobal.net

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