



The R/C Flyer

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Next Meeting
September 9th

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the next newsletter and the election will end at the October meeting. The existing board has all agreed to run for the year 2011. If no one else is nominated for any position (and they accept), then by the end of the September meeting the existing board will be seated as officers for 2011.

The board met on August 26, 2010 to discuss JSCRCC business. Below find a recap of the meeting.

Fall Fun Fly is set for October 16th – Same story – BBQ, drinks and 3 events – start 9 am

Canopy – bungees – Phil is going to order

(50 for \$12 – last time) and will also look for quick applied grommets

Surface detail – still looking for quotes – may have to go to Plan B (whatever that is)

Signage – Sent request to NASA

Auction – The board will make a recommendation to cancel the public swap meet but have a short meeting and invite members to bring trade and for sale items.

Christmas Party – Same as last year

MOY – Same prize money and only members vote

In The Pits

By Michael Laible, President

September marks the JSCRCC election process. The by-laws state that nominations are accepted at the September meeting and closed by the end of the meeting. The ballots will be published in

- rule - Have flown and still flyable. Large picture and web page picture

MOM - For now ARF's and kits are in same category - Model must be in flyable condition

Newsletter - I will look at software to produce newsletter

Entertainment for 2011 - will have a series of DVD's of 'History of Aviation'

The meeting was very productive and was a nice way to review goals and objectives. We plan on meeting at least 3-4 times a year.

The next three pictures are of the B-25 my Dad is building. He is coming along and I should be painting it by year's end. All we have to do is figure out how to get to Houston.

The first pic is off a great idea he came up with to keep the air line from crimping. It seems the nacelle is kind of cramped and when the retract is mounted the rear air hose would bend. Thus the spring idea. I told him "Man for an old fart you can still use your noodle."



The next two pics are the jigs and clamps he made for the gear doors and the final pic is the completed installation. Since these pictures the doors are complete and the servos mounted.

I hope you enjoy the nice article on Airplane check-ups. Another month, so remember ---

Let's have fun and be safe.

Until next month - - -

Mike L.

Happy September Birthday to:

- Tommy Ashley
- Lindsay Bodak
- Tom Duncavage
- Thomas Jenkins
- Bert Striegler
- Karl Swiggert



ARE YOU DUE FOR A CHECK-UP?

By David Bacque

I'm sitting here this afternoon going over two of my airplanes, every nut, bolt, pushrod and clevis. What prompted me to do this checkup was watching Mike Laible lose his beautiful F-6F Hellcat due to the failure of the connection between the pushrod and the elevator clevis. This was the second airplane lost at our field in the last week due to the failure of an elevator clevis so I thought it would be a good time to discuss airplane maintenance.

Like everybody, after a long day at the field, when I get home I just want to unload the car, put things away and jump into a nice cool shower. Once the planes are put away, they are frequently out of mind until it's time to load them back in the car. But engine vibrations, landing shocks, aerodynamic loads, hangar rash and more all take a toll on the integrity of our planes. So make some time to go over your planes and give them a good checkup on a regular basis. An hour spent making sure everything is ready for the next trip to the field is cheap insurance against the loss of a valued aircraft

Check all of your control surfaces. Give each one a pull test to determine if the hinges are still sound. Try to wiggle each surface, checking for slop in the linkage. If they're not as tight as they used to be, track down the reason why and fix it. Check that each clevis is snapped closed and all clevis keepers are in place. Make sure the control rods are still in good shape. Don't forget to check the throttle linkage too.

Check every screw, nut and bolt on the airplane. I recently burned a head gasket due to a loose head bolt. Finding this problem sooner would have saved a day of frustration at the field as well as saving the trouble and cost of engine repairs.

Landing gear take lots of abuse. Give them extra attention. I had a funny vibration in my Epsilon when I'd land and it turned out that

one of the main gear was loose. Again, I should have found this in a checkup. And check the wheels. You wouldn't expect tires to last the lifetime of your car, why do we expect them to last the life of a plane?

Check the wheel pants too. Make sure they're still well attached and check if they need any repairs. With the gravel on our runway the bottom of wheel pants take quite a beating. About 6 months ago I discovered that the pants on my Epsilon had significant wear. So I removed them, cleaned the oil and grime off and added some fiberglass patches inside the worn areas. They're stronger than new and good for hundreds more flights. Missing this one would have meant new pants with all the hassles of painting and mounting them.

Is the battery secure? Is the receiver well cushioned? Connectors still well seated in the receiver? Has the fuel tank slipped out of position? Is the canopy still firmly attached? Check the charging jack and receiver switch. Go over the plane from nose to tail and examine every piece. It's the part that you don't check that will cost you an airplane.

Check for structural damage. Check any glue joint you can reach. Is the servo tray still solidly mounted? Check that the tail surfaces are still firmly attached. A bump while carrying a plane out of the house can crack a glue joint that may eventually lead to surface flutter and a crashed airplane.

While you're at it, now is a good time to touch up the covering. Remove those field repair tape patches, clean it with alcohol and iron it back down or add new bits of covering where needed.

Once a year you should pull the fuel tank and replacing the tubes inside. I've had more than one tank where the silicone tubes inside the tank melted causing numerous dead stick landings and lots of frustration before I found the problem.

When you're done, put both the transmitter and receiver batteries on a cycler and verify that they are still up to snuff. This simple test could have saved me a scratch built Hots that had a battery failure on its second flight.

So what's the score from today's checkup? Two planes, three loose servo screws, one loose landing gear screw, one loose wheel pant and my batteries are now on the cycler. Exactly one hour well spent.

AUGUST MEETING

by Michael Laible

The August meeting was full of show and tells. First, Larry Bailey and Brian Campiano brought their fleet of helicopters. Brian gave a tutorial on the parts of a helicopter and Larry showed his latest scale model – Bell Ranger.



Blaine brought his E-Flite Mustang. He says it flies great and is a good model to get a quick flight in.

And finally Eric Enriquez brought his pieces parts of his future flying machine. I will have to say since that meeting I flew his trainer with no problems.

See what you missed.



OCTOBER FUN FLY

by Herman Burton

Mark your calendar! The club will be holding a FALL FUN FLY on October 16, 2010. The fun starts at 9 A.M., and will have three events. As usual, the events are not skill contests, but fun that any pilot, regardless of skill level, can successfully compete in.

Lunch will be served, starting around 11 A.M., with hot dogs, chips, dips, and drinks. Master Chef Kent Stromberg will be manning the barby.

So bring out a plane, join the fun, and enjoy the camaraderie of club membership.

August Meeting Pictures

Photos by Taswall Crowson



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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 Please have your submission in two week prior to the next meeting.

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