



The R/C Flyer

Volume 37, Issue 09

September 2012

Next Meeting – September 13, 2012, Clear Lake Park Building– 7:00 PM



IN THE PITS

by Michael Laible

Before I sat down to write this article I had numerous ideas how to begin and what to write about. However, earlier in the week a project I have worked on with Herman Burton completed a major phase. The B-24, all 50 lbs, flew and landed successfully. It seems that all the planning, gnashing of teeth, dollars spent, and re-engineering paid off. It flew without mishap.

But what I really would like to say is I am so proud to be a part of this club. The help, support, and patience everyone put fourth had deeply touched me. From the members interst, patience, and to members sweeping water off the runway in preperations for first flight, it was a special time. This hobby and club hold a special place in my heart.

When I tell people I can't wait to retire, hopefully early, they always ask "Why, what would you do?", a pleasnt little smile comes over me and I think of times like Saturday. I know exactly what I would do. If it wasn't helping someone in need it would be building/flying model airplanes and socializing at JSC RC Club.

From the bottom of my heart, thanks to everyone for making these last few months very special.

Ok, now to regular club stuff. I keep forgetting to let everyone know that Kent has some JSC RC apparrell available for purchase. Below is the list of items left

Tee Shirts, (1) L, (11) XL, (10) XXL
Hats, (8)

So as soon as some of these get sold we probable will take orders for another batch.

Remember next month is nomination time and then election for officers. All existing committee and board members have agreed to another term. I will not be in attendance at the September meeting do to Bomber Field Fly in. Phil has agreed to chair the meeting. The major items to discuss are nominations and Ballunar Fest.

As always, Godspeed and safe landings

Mike L.

AUGUST MEETING

by Michael Laible

The August meeting had three show and tells. The first was a set of plans and kit for some sort of pattern plane. I didn't get a chance to talk to Mike McGraw about it, but it seemed to gather some interest. I do remember seeing a nice set of foam core wings.



The second was a little different than the usual show and tell. Jerry Litgen brought in an Airbrushed Harley Davidson gas tank. It had several F4 painted on the tank, the plane Jerry flew in the Air Force.



The last show and tell was very interesting and is a new product on the market. Brian Campiano displayed the new product from Eagle Tree and it is called the Guardian 2D/3D Inertial Stabilizer. Below is the info from the web site:

Based on Eagle Tree's proven inertial stabilization technology, the Guardian 2D/3D Stabilizer is a must-have product for your model. The Guardian smoothes out air turbulence, but does much more. Unlike cheap "gyro stabilizers," it provides true wing leveling capability to help recover from lost orientation!



Elevator responding to attitude change

Whether you fly gas or electric models, wings, foamies, sailplanes, or just about any other fixed wing model, the Guardian is for you! Is it moderately gusty or windy?

The Guardian helps compensate for non-ideal flying conditions. The Guardian helps your plane fly like it's a perfectly calm day!

To stabilize your model, just mount the Guardian in a level orientation (it can even be mounted upside down), connect it to your

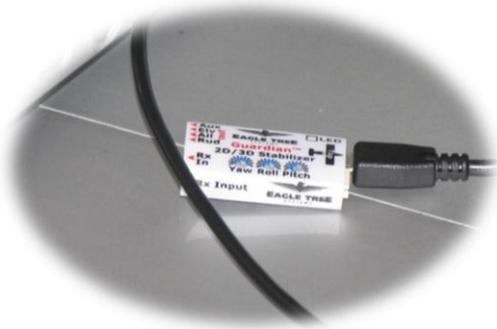
servos and receiver with the included cable, tune it to your plane with a small screwdriver, and set optional features with your radio sticks.



Stabilized Flight

No computer or additional equipment is required for stabilization.

While in flight, a spare switch on your radio lets you switch between 2D (wing leveling) mode, 3D aerobatic mode, and no stabilization. Imagine performing a difficult 3D maneuver with ease, then just flipping a switch to instantly return to level flight!



The Gaurdian being Programmed

Other items talked about at the meeting were:

- Jerry Litgen will bring refreshments
- Runway getting sealed (complete)
- Work Day in October
- Pilot Box Construction discussion
- MOU with NASA still in work
- Ballunar Fest Help for September 28-30
- Officer Nominations and Elections

TBM-3 AVENGER BUILD – PART II

by Charlie Teixeira

On a day to day basis it appears I am not making much progress especially after taking a break from building for a few weeks. But when I took a step back and looked at the pictures I've taken over the past month or two it is looking like there is some light at the end of the tunnel.

As I mentioned last time, the limited work space in the fuselage forced me to install the

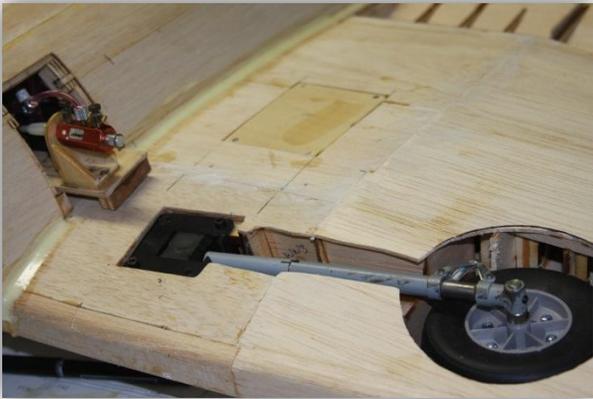
retract air tank, valve and servo in the belly pan on the bottom of the wing.



The tubes shown in the photo are to align and guide the wing bolts and to prevent them from accidentally falling into the belly pan with little hope of ever getting them out. The kit did not come with these tubes so I made them by wrapping some wax paper around the appropriate size dowel, then tightly wrapping several layers of medium weight glass cloth around the dowel and zapping it with a good dose of CA (or epoxy resin). The ends are taped down to keep it all from unraveling and tend to end up looking a little ragged but the ends are trimmed off to the necessary length anyway. It takes a little practice but it is an inexpensive way to make these tubes.

In hindsight, having the air components in the belly pan has the advantage that all of the air lines are internal to the wing eliminating the need for air line connectors between the wing and fuselage typically found on airplanes especially warbirds. That is the good news. The bad news is that once the belly pan is sheeted there is no access to the air valve (e.g. to adjust the gear up/down rate) or replace the servo if needed unless the sheeting is removed, not good. I have never had a problem with a leaking air tank, plus this one is new, so getting to it at a later time was not an issue. But I did want access to the valve and servo so I mounted them on a tray

that can slide out through an external removable hatch.



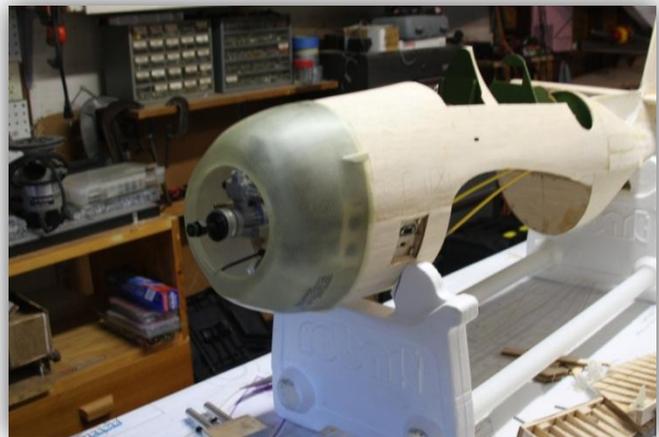
On the other side of the belly pan are the air input valve and pressure indicator also accessible through a removable hatch.



The wing is now essentially completed, retracts set in and ready for final sanding. Construction is also completed on the tail feathers and they are ready for sanding and covering with fabric. The design of the control surfaces is a little unusual consisting of a center sheet of balsa with rib segments glued on both sides. It is an easy build but a little on the heavy side. It also made setting the hinges tricky because drilling edge on into the center balsa sheet frequently led to the drill bit drifting off center. Had to redo several of the hinges as a result.



Trial fit of the cowl shows a good tight fit and the coming challenge is to cut the exhaust flaps and open them to allow some airflow over the engine. Have not done this before so it should be interesting.



It is getting close to the time for some serious sanding (☺) and glassing. I have not decided what kind of paint to use and want to use the full scale Navy shades of blue. On my P-47 I used automotive paint directly from spray cans and it worked out well. But I doubt I can get the right shades of blue going that route this time. I am also considering adding panel lines and rivets and will need some help as I have never gone to this much detail before.

Till next time, happy landings.

FLY SAFE - LIPO SAFETY

by Dave Bacque

We've all read about LiPo safety in the magazines and online. Most understand the hazards and try to minimize them but some people still say fires don't happen. Here's the story of an incident that happened at our own flying field on Saturday August 12th. We had to be a little more careful than normal that morning because they were mowing the field out in front of us. When I got to the field the next morning this story was related to me.

Shortly after I left the field, the mower made another pass and suddenly there was a cloud of smoke rising out of the field. The cause of the smoke was a Park Zone 11.1V, 2200 mAhLiPo battery. This battery had obviously been lost in the field and when it was struck by the mower, one of the three cells ruptured and caught fire. Thankfully the battery did not start a grass fire. The grass is not as dry as it was last year or this could have been much more serious. But it did emphasize the need for safety consciousness with LiPo batteries, both at home as well as at the field.

After the battery had been recovered, James Lemon wisely decided against throwing it in the trash and put it in the sand bucket. Wondering if the remaining two cells were safe, he poked at it with a piece of rebar and the remaining two cells caught fire and burned. Had James not realized the possible hazard, these cells could have combusted in the trash, possibly setting the trash can on fire, the frequency board, the canopy and who knows what.

We had quite a discussion about how a loose battery came to be in the field with no other airplane components around. The consensus was that it was probably a crashed plane that threw the battery and battery was never found. The moral of this story is, if you lose a

battery in the field, please spend a little extra time looking for it. We don't want another occurrence of this incident with possibly worse results. And please folks, use care at home when handling these batteries.

Now that I think about it, this brings up another point. With the addition of power to the field, not a day passes without batteries being charged at the field. But I have yet to see even one person use a LiPo bag, or any other form of fireproof container for the battery while charging. Please consider what would happen to our tables, frequency board or members if a battery goes up while being charged and sprays flaming, caustic chemicals. We are sitting right next to these potential fire hazards. A LiPo bag would be cheap insurance, I never charge a LiPo without one.

David Bacque
JSCRCC Safety Officer

THE B-24 GETS AIRBORN

by Michael Laible & Randy Stone

Well, after several aborts the time to fly was upon us. The wind and weather was perfect for a first flight. The runway had several deep puddles but nothing a little manpower from fellow club members couldn't solve.

After the usual set up and connection of dozens of connectors, it was time. No more delaying. This hit me like a ton of bricks. I remember looking at Herman about minutes before I knew it was going to happen and said "Gosh, I'm really nervous". I was. The thoughts going through my head were numerous; however, as Dave Bacque kept telling me, "It's just another plane".

So off it went, running down the runway. Full bore and hitting the only puddle on the runway. Kinda figures heh.



She really settled in and just started gaining altitude. Nice angle of attack and vehicle roll very stable.



A realistic looking flight pic with contrails. I was getting more comfortable with every pass.



Well, time to bring this bad boy home. The target was hit, mission accomplished and heading for Attlebridge, England.



Wheels about to touch down.



Wheels stop and a sigh of relief. The crew is assessing any damage and getting ready for the post mission briefing.



Ready for a cold one at the officers club.

Youtube at

<http://www.youtube.com/watch?v=aCYMnuudhS0>

Upcoming Events

9/14-16 – Bomber Field
9/29-30 – Ballunar
9/29-30 – Kingsbury Celebration of Flight
10/6 – Alvin Anysize Warbird
10/6-7 Weatherford Best Electrics
10/13 – Warbirds over Spacecity, Katy
10/20 – Prop Nuts Fun Fly and Swap
10/27-28 – Livingston Funfly

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

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