

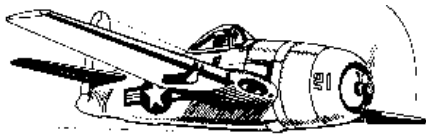


The R/C Flyer

Volume 40, Issue 9

September, 2015

Next Meeting – September 10th, 2015, Clear Lake Park Building– 7:00 PM



IN THE PITS

by Mike Laible

There are two kinds of model airplanes, ones that have crashed and ones that are going to. Well, the later we always hope is some long time in the future.

Sad to say that the B-25 has had way to short of a flying span. She had 25 flights on her over 2-1/2 years. I estimate she travelled over 4000 miles in a car. At the West Texas warbirds she had her last flight. As for as I can tell the battery backer failed to operate as intended. One battery failed and actually shorted, the other was still fully charged.

It is an awful feeling watching your bird just head towards the ground. I was coming in downleg for landing and when I dropped the landing gear she went into failsafe. Gear popped up, engines went to idle and she started a slow 360 spiral of death. The debris field had to be 10-12 feet in diameter. Both engines are totalled and the largest piece was the tail. I am truly sick to my stomach.

As we were walking to the crash site, this is the piece of wood sticking out of the grass. I saw this last year at this time and it now showed up again. I wrote this in the bottom

sheeting of the wing as my Dad was building it.



She was a beauty. RIP

I have decided to move on and already will be buying a full wood kit for another. She flew so nice and I want to get another.

Ok, now for some club news. The club handbook has all corrections in and I will have a cleaned up version to hand out at the club meeting. I have not heard anything more about the new construction parking but I heard they are using the porta can!!!! Also, watch out for Morpheus tesing.

Safe Landings and Godspeed,

Mike L.

AUGUST MEETING

by Mike Laible

At the last meeting we had four guest and new members. That is a record as far as I can remember. I hope they weren't chased off with all the business we had. Anyway

By blowing up the picture below and looking at the plans I figured out what model Hank brought. Hank brought a Rogallo wing model designed by Paul Bradley.

Leave it up to Hank to come up with an interesting subject. So I checked out Mr. Rogallo. This is what I found.

Francis Melvin Rogallo (January 27, 1912 – September 1, 2009) was an American aeronautical engineer inventor born in Sanger, California, U.S.A.; he is credited with the invention of the Rogallo wing, or "flexible wing", a precursor to the modern hang glider and paraglider. His patents ranged over mechanical utility patents and ornamental design patents for wing controls, airfoils, target kite, flexible wing, and advanced configurations for flexible wing vehicles.

Some more info about his design and the Gemini program can be found at the weblink below

<http://amyshirateitel.com/2011/05/22/losing-rogallo-from-gemini/>



Hank's Model



Hank giving a show and tell of his model. A very simple design and Hank said it flies nicely. Good job Hank.

MINUTES

Guest

Tom Humphries. Harry Trainer, James Austin, and Mike Hudson.

New business:

Discussed the need to put enforcement procedures in place. Should we have a committee and if so what rules must they follow

Building 21 construction has started and Parking was discussed

Discussion of lining up calendar year and elections

Old Business:

None

Membership:

Membership reports 87 members

Safety:

No report

Treasures report:

Mike announced that Dave Huffman was in the Hospital so no formal treasures report (approximately) \$3600.00

Announcement:

Mike will send out hand book to everyone Suggested if a serious accident occurs that we voluntarily closing flight operations until investigation is completed

Model of the month:

Hank Ramm

AUGUST MOM



Hank Ramm

WHATS UP AROUND THE CLUB

by Mike Laible

On August 28 and 29th Fitz walker and myself took a road trip to Lubbock, Tx. Just a little 500 mi road trip – one way. We were heading to the “West Texas Warbird” fly in. Not only did we get a road trip in, we had some great flying and got to spend some time with Terry Dunn.

This all started after talking to Jimmy Cowman. I have known Jimmy for at least 10 years, seeing him every so often at Bomber field. For the last couple of years we have talked numerous times. We started talking awhile back about meeting up somewhere and we planned to fly bombers together in formation.

The picture below is the Laible/Burton B24 and Cowmans B17.



The picture below is a close up of Jimmy’s art work. The weathering he performs is outstanding, an artist for sure.



This picture is Jimmy’s Avenger from Kellogg kits. He did the Avenger in the Atlantic

colors. This plane is one monster. A perfect torpedo launch.



Some other planes present.



This one hurts a little. This picture was taken on Friday. The B-25 was flying like a dream. I added some lead to the nose and she was really dialed in. The bomb drop was perfect.



This picture is of Fitz and I bringing home the hardware. Fitz won the "CD's Choice". This award is reserved for the CD to choose. Bryan picked Fitz's BV-141 for the uniqueness. I won for scale flight. The judges deemed I flew the B-24 scale like or maybe it was the scale like mushroom cloud of the B-25 crash.





Close up of the “Best Scale Flight” trophy.

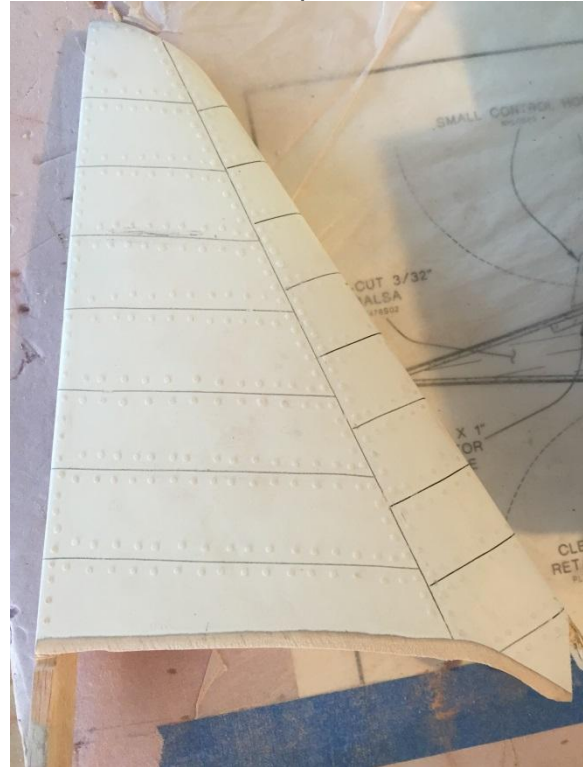
BUILDING THE JUG, PART II

by David Angel

The Top Flite P-47 60-size build is progressing smoothly. The wing, vertical fin, horizontal stabilizer, and all control surfaces are built, fiber glassed and sanded smooth. Don't forget the smoother the better. Before fiber glassing, take a steam iron or very hot soaking wet towel and lay it on the plane. The heat expands the wood and hopefully the dings 'pop' out. Use your standard filler on what's left, but at least this way you won't be using as much filler and more importantly keeping the weight down. Every little bit helps.

I decided to install panel lines and rivets. The panel lines are 1/32" chart pak tape and rivets are canopy glue thinned 10%. I used a Gaunt Industries Hypo 25 2-oz bottle with a 23 gauge stainless steel needle to apply each rivet. Holding the bottle vertical, gravity just about pulls the next rivet out as soon as you

touch your next spot. It's very fast and I highly recommend it. Just make sure you thoroughly clean out the needle or you'll wind up with a single-use applicator! I detailed the fin and stab on a flat surface before gluing onto the fuse. See the below picture of the vertical fin.



P-47 Vertical Fin

With the fin and stab detailed, it was time to finish the top side of the fuse. The fuse framed up quickly and the sheeting went easy. I found a 50/50 mixture of hot water and alcohol makes the balsa bend easy. Put the spray bottle in the microwave for 45 seconds to a minute – or until its hot – for an easier application. Also take your time to bend the sheeting! Select the best balsa and work it slow. Work the balsa around the formers and securely tape it down. Once dry then repeat the process over again until you get a perfectly rounded sheet. You even may find, depending on the particular grain pattern, that you need to cut about a 1/4" off the edges of the sheet lengthwise. I've found the sheet bends easier away from the edges.

But every sheet is different, do what you need to. See the below picture of the top fuse.



P-47 Top Fuse

With the top fuse built it was time for the bottom side. Now is where a PVC pipe with heavy foam padding jig comes in handy. I custom built a pipe jig for my workbench and it made things much easier. I didn't have a pipe jig on my Corsair and I wonder how I ever built it! I have all the bottom formers and stringers installed and currently routing the pushrods. The plans call for the tailwheel to be connected to the rudder pushrod in a ball-and-socket connection. This allows a lot of play in the rudder which is just not acceptable. The Corsair was built this way. I've decided the rudder will have its own dedicated servo.

This plane is a joy to build and I can't wait to fly it. Until next time, happy building!

Upcoming Events

Club Officers

President:

Mike Laible 281-474-1255(H)
713-542-0987 (Cell)
mrlaible@sbcglobal.net

Vice-President:

Jerry Litjen 713-253-9887 (Cell)

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: 832-689-6201 (Cell)

Fixed:

Mike Laible: 713-542-0987 (Cell)

James Lemon: 832-385-4779

Herman Burton: 281-474-7133

Dave Bacque: 832-216-2566

Tom Altmyer 713 591 2859

Heli& Fixed:

Brian Campopiano: 832-524-9590 (H)

The R/C Flyer

Articles and Want Ads may be submitted to the Editor, MikeLaible 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

Ron Madsen needs to thin his fleet some. So he has decided to offer for sale the following items. He will entertain offers.

Folk Wulf TA 152 which originated with a 60 size Great Planes Gold Edition 190 D9. It has a Saito 91 with very few flights on it.

The Patriot was designed after a U-control model and is powered by a Super-Tigre 60.

The third model is a 60 size Cessna 172 powered by an old OS 60.

Ron can be emailed at ronstar@pdq.net

Supported Special Interest Groups:

SAM Chapter 82, Membership, Don White, white1962@sbcglobal.net, 281 883-9159.