



The R/C Flyer

Volume 37, Issue 10

October 2012

Next Meeting – October 11, 2012, Clear Lake Park Building– 7:00 PM



IN THE PITS

by Michael Laible

Last month I missed the meeting because I attended the Bomber Field B-17 Big Bird. Herman and I had a successful fly-in and actually got two flights in with the B-24. I have some pics and a short article later on.

I did have a subject in mind for some time. It involves safety and field rules. Had a few things in mind and then I read the September Dave Mathewson article. His main point was "Don't be a club saying No all the time". Well I thought about that and decided that a reminder of the safety rules is not saying no. So please, don't take this as a NO article. Take the time to review the club rules at:

http://www.jsrcc.com/club_docs/JSCRCC_HANDBK_080105.pdf

Some highlights are:

By-Laws Article 7

It shall be the responsibility of each member to fly their airplanes or helicopters in a safe and orderly manner in accordance with all applicable regulations. *(This means AMA and our field procedures)*

Safety Rules

Safety first in everything you do. Pre-flight check your plane and radio gear. Look out for fellow Club members on the flight line. Be considerate of others and most of all think about your actions. *(so just be aware of who and what they are flying, try to leave time in between your flights for someone else)*

Safety rule 5 talks about the flight line and mentions all take off and landings shall be in the designated flight line. This flight line is in between the two solid lines. Also mentions no take offs from the pits. So please let's be aware of this.

Field Procedures:

All engines having a displacement of more than 0.10 cubic inches must be fitted with an effective silencing device when being operated at the flying site. Straight extensions or stacks are not allowed. *(If you have extended run-ups, please be aware of your surroundings)*

So please take the time and review the club by laws and rules on the website. In addition to the club rules we have two safety articles included in this month's newsletter. Please read them and think safety. The club is being used a lot more these days and it means safety needs to be front and foremost. We also need to really think about the battery charging area. Let's get creative and set up an area that is away from the plastic storage box and picnic benches.

Remember, this safety is everybody's problem.

As always, Godspeed and safe landings

Mike L.

SEPTEMBER MEETING

by Phil Elting

- No new visitors or guests
- Kent will bring refreshments next month
- There will be an October 13 field work day
- Brian Campopiano, Kent Stromberg, Jerry Litgen, Mike and Lauri McGraw, and Matt Hart signed up to help at Ballunar
- Current slate of officers approved for re-election.
- MOM - Don White with a Hobby Lobby J-3 Cub
- Questions regarding status of web site ... is it being maintained ... how do we get peoples' email addresses (*yes and soon we will have email with phone number*)
- Auction/swap meet - people seem to feel we should have one somewhere besides Clear Lake Park and on Saturday. e.g., at field if we could get people on campus, elsewhere?? Any event we need to get info/flyers out so other clubs can be involved...Maybe early next year could start planning
- Questions from Don White regarding dealing with noisy engine run-ups in pits without intention to fly ... safety problem because noise interferes with communication with people flying ... Mike McGraw thinks he has DB meter which he will donate to check noise if issues arise.

BATTERY SECURITY

by Terry Dunn

In the previous newsletter, our safety officer, Dave Bacque, informed us of a battery that was struck by a lawn mower at the field. Thankfully, a few quick-thinking members reacted to prevent a fire. I am especially grateful that a disaster was averted, since I'm the reason the battery was there in the first place!

Several weeks prior to the mower incident, I was alone at the field. I inserted a battery into my Parkzone T-28 and noted that it felt a little loose in the foam pocket that holds it in place. I'd never had any issue with batteries coming

out of the pocket or even shifting, so I dismissed the looseness and began flying. Not long into the flight, while doing aerobatics over the grass, the canopy flew off, something shot out of the plane, and I no longer had control. As you may have guessed, that "something" was the battery.

You all know how tall the grass was over the summer. I had a very tough time finding the T-28 and its canopy, much less the green ejected battery. Rest assured that I tried hard to find the battery in the field. When another flyer showed up, I enlisted them to assist me as well. We were quite literally attempting to find a needle in a haystack and we came up empty-handed.

As soon as I heard about the mower incident, I knew my battery had been found in the worst possible way. The root cause of the situation was that I failed to address a loose-fitting battery. No question, it was my fault from the get-go. To help prevent future lost battery incidents, I've incorporated some changes to mount my batteries more securely. I share those ideas here with the thought that perhaps other electric flyers will find them useful as well.

Like most electric flyers, I attach nearly all of my batteries to the airframe with Velcro. The T-28 is an exception because of the built-in foam tunnel that provides a snug fit for most applicable batteries. However, I have two T-28s and my other model has a Velcro strap just outside of the tunnel. I added this strap several years ago to hold my batteries more securely. Why didn't I make the same upgrade to my new T-28? Laziness? False security? I don't really know, but they both have Velcro now.

Next, I looked at my other models to see if any were at risk of shedding a battery. Many of my airplanes rely on a single layer of

Velcro between the airframe and battery to keep things secured. For my smaller batteries (800mAh or less), I think this is an adequate system. The batteries themselves are light enough that it would take unrealistic flight loads to overcome the Velcro's grasp.

For aircraft using batteries larger than 800mAh, I added a Velcro strap that wraps around the battery and a secure part of the airframe. The straps are basically webbing with Velcro hook material on one side and loop on the other. It is available commercially as a product to help organize computer cables. You can also purchase the material in bulk and cut it to length. It's handy stuff to have.

I am still left with a few models where adding a battery strap simply isn't feasible. While, I am confident that the existing Velcro on these planes will suffice under normal flight loads, I would like to add an additional level of security. The idea that I am currently pursuing is to add a 1"-wide fluorescent orange ribbon that will stay with the battery if it is ejected either in-flight or from a crash. I think that a few feet of ribbon will make the battery much easier to locate under most conditions. There are still a few kinks to work out, but I will report back here once I have fully explored the practicality and usefulness of this idea. If you have other ideas, please share them with us.

I think that most of us recognize the dangers that batteries (of all types) pose. My actions are proof that even brief moments of aloofness are sufficient to set off a potentially disastrous chain of events (What if they had mowed on a weekday when no flyers were at the field?). I can't promise that I'll never lose another battery, but I'm taking reasonable steps to mitigate that risk. I urge each of you to do the same.

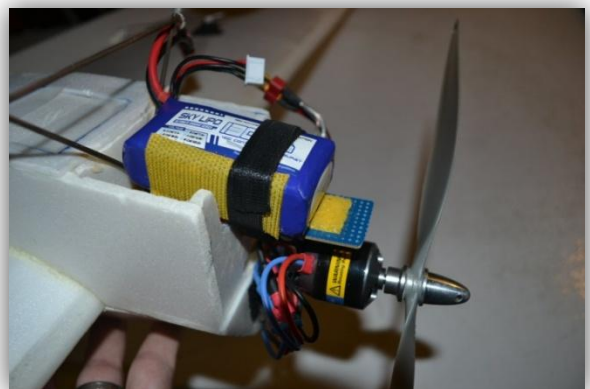
Terry Dunn



This is the stock battery mount for a Parkzone T-28. Mine eventually became loose enough to allow the battery to fall free in flight.



On my older T-28, I added a Velcro strap to help secure the battery in place. I've never had an issue with this set-up.



My scratch built Hots foamy uses Velcro between the battery and airframe, as well as a strap. The strap adds significantly more

holding power to keep the battery in place during aerobatics.

SEPTEMBER MODEL OF MONTH



This month's winner is a smiley Don White with his Hobby Lobby J-3 Cub. Nice looking model.

WHERE DO WE STAND

by Dave Bacque

I see things. Frequently I see things that make me cringe. The thing that has me cringing lately is people standing in front of or to the side of running engines. You see it every day at the field. Someone starts his engine and stands in front of the plane while he runs the engine up and down. What's wrong with this picture?

I had a surprising demonstration of what's wrong with that today when I was running my freshly rebuilt OS 1.20 Surpass four stroke. The engine was running good and strong. As always, I was behind the prop arc when doing anything other than actually starting the engine. This is something that I've always

tried to observe, never be in line with or in front of a revving prop. Today I saw exactly what a good practice that is.

As I was tuning the 1.20, I went too lean. The engine promptly backfired. It threw the entire prop and Tru-Turn spinner assembly off the front of the engine at around 8,000 RPM. In the next instant I saw a flash go off to the right and another go forward. The flash to the right was the spinner backplate which flew away at nearly 90 degrees to the center line of the engine and the flash forward was the cone of my \$36 spinner. But the interesting question was where was the prop?

I was running the engine in my driveway with a restraint rope around the tail. My car was there but I thought it was out of the way. The spinner bounced harmlessly off the corner of the bumper of my car. My flight box which had been a couple of feet in front of the airplane was broken, it had obviously been hit by the prop, a Master Airscrew 15 X 7 three blade. The prop was now, nowhere to be seen. It wasn't under the car or in the driveway, I looked there several times. It didn't seem to be in the yard. I searched there for quite a. It wasn't until after I had obtained my backup prop and prop nut and installed them that I finally spied the wayward propeller way the heck out in the cul-de-sac next to the neighbor's truck. The prop had flown more than 60'. And remember, this was after striking my flight box with enough force to break the front panel loose! What if a person had been in front of that running engine instead of my flight box? My guess is it would have been a trip to the emergency room. Someone standing to the right of the engine may not have been hit by the prop but would have caught the spinner backplate that was moving so fast that I only saw a flash when it was 20' off to the right.

Please be conscious of the hazards at the field and try to minimize your risk. After you have started your engine, get yourself and others behind the prop arc before you start running the throttle up. This applies to electrics as well as glow and gas engines, an electric can slice and dice with the best of them. And please don't be offended if one weekend morning I walk up to you and suggest that you might be safer if you did things a little differently. I only do this because I see things.

The preceding article on prop safety was written 2 months ago but I had other articles scheduled ahead of it. In the meantime there has been a propeller accident in the club. Member Jerry Litjen received a serious hand injury while he was running a K&B .40 in a Falcon 56. He had been working to free up the engine which was gummed so he was running it in his yard. The engine had started firing but was still running erratically. He said there were several mistakes, all attributable to not following his usual procedure. He didn't have anyone holding the plane for him. In attempting to avoid getting too much oil on himself through the multiple startups while clearing the engine he was starting it from the left side of the plane instead of from his usual right side of the. He also had the throttle about half opened when starting because the engine was being balky. In hindsight he said having a rope around the tail for a restraint, starting at an idle or being in his usual spot on the right may have prevented his injury. The back of Jerry's hand brushed against the left side of the prop arc, striking the back of his hand just across the knuckles. It severed the tendon to the middle finger and two arteries. He had surgery that day to repair the damage and he said he has been told he will need an additional procedure. He will recover but the hand is currently splinted with a prediction of 2 month healing time for the tendon followed by physical therapy. Jerry

hopes his story will wake people up to the hazards we tend to forget as we get accustomed to working around these engines.

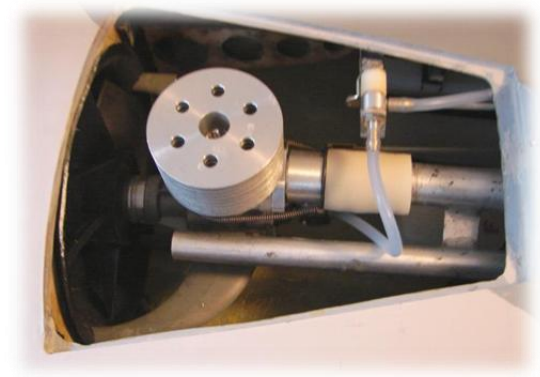
Remember this was "only" an old .40 size engine. Even small engines can do serious damage. And yes, even small electrics are capable of similar injuries.

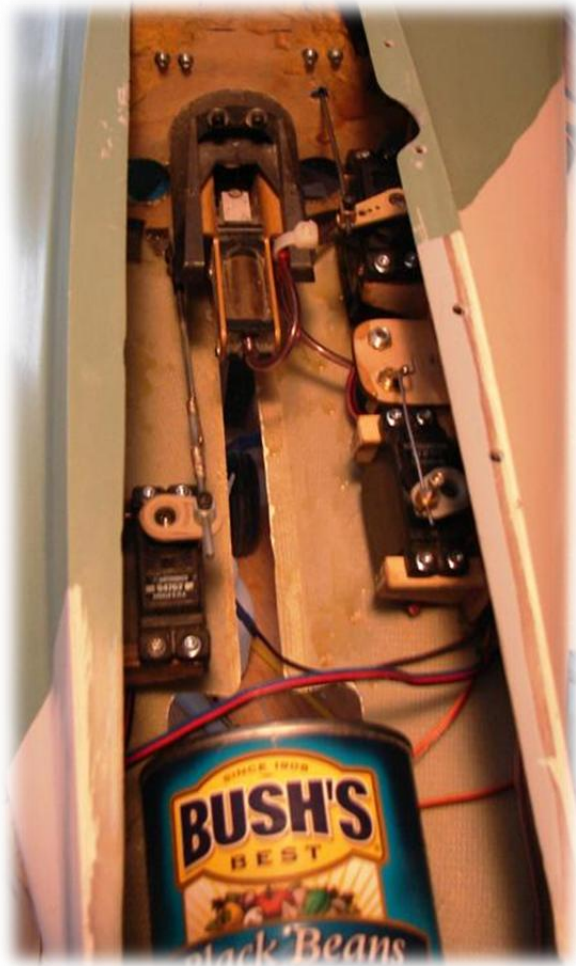
Let's be careful out there!

BLAST FROM THE PAST – DUCTED FAN

by Mike McGraw

I wanted to share a couple of pictures of my old school glow ducted fan Top Gun Models Mig 29 Fulcrum. It has been sitting in my garage for five years now, new, never flown. With the smooth sealed runway, I have been in the process of completing it for flight. I know, I know, sure a lot of work for "only one flight", but what the heck? I wasn't kidding when I said I was using black beans for ballast. This can of frijoles negro have been in the plane since I finished it five years ago, and it balances the airframe perfectly with the K&B .82 installed as shown in picture two. Ideally, I hope to sub the beans for battery weight, but I know exactly how much weight it is going to take to balance the Mig! I am hoping for engine break-in and some taxi testing in a couple of weeks.





A pic of the JSC tent with some visitors.



The noon time demo was a LARGE Cub doing things I did not think was possible. James got a great pic of his hovering over the runway.

SOME ODDS AND ENDS

by Mike Laible and photos by James Lemon

Herman Burton and I attended the Bomber Field B-17 Fly-In. We started out Thursday morning with RV and planes in tow. We got just past 610 N and 10 E and all of a sudden a small voice said "Mike, you forgot the wing tips". Well, low and behold we forgot the wing tips and tail feathers of the bomber. Oh well, as you can see from the pic, we retrieved them.

The weather was just about perfect and we had a great time. However, the skies did open up about 4 pm on Friday. It must have rained 3-4 inches. It was nice to visit with several of the club members.

The next pic is the huge cub picking a fight with a tree and it looks like the cub won. If you look close you can see the LE damage and tree branches flying. They quickly

repaired the cub and it was ready for the next demo.



A very nice looking Meister Scale Corsair. It has a 5 cylinder radial for power. It is awesome in the air.



Berry Rayburns huge jet. I believe it's a BAE Hawk. It was a gentle flyer.



F4F Wildcat with a seven cylinder radial. I just love those Grumman cats.



Ziroli giant P-47.

I hope you enjoyed the pics.

Upcoming Events

10/6 – Alvin Any size 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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