



The R/C Flyer

Volume 39, Issue 12

December, 2014

50th Celebration – December 11th, 2014, Clear Lake Park Building– 7:00 PM



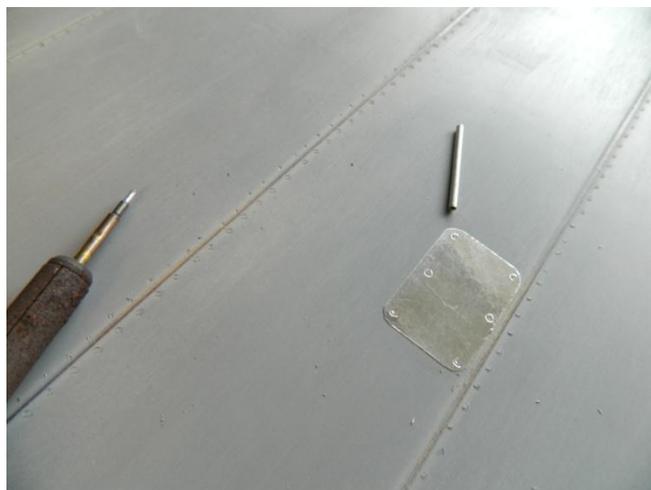
IN THE PITS

by Mike Laible

Here it is December. I really can't believe the year is gone. One good item is I can't wait to see what Santa brings everyone.

I hope to see everyone at the December Christmas party and 50th Celebration. It is lining up to be a nice event. Remember that's December 11th at the Gilruth Alamo Ballroom, 7 PM.

I guess everyone thought I have not been making progress on the P-47. Well, I have. I have panel lines and rivets finished and should be painted the first of the year.



I decided that I wasn't going to use flight metal for this project. So this started my search for the gas proof aluminum paint. I really want to just use the rattle cans. I first checked Rustoluem 2x paint. It held up good but not perfect – softened a little. I then found Sherwin Willaims "Controls Rust". It plainly states on the can – gas proof. I tried the aluminum and it was not. I went on line and the aluminum is a different paint, not an enamel, it states it's a hydrocarbon paint.



When I bought the aluminum I also got the orange Controls Rust. This was gas proof and is tough as nails. So I bought the white, red to complete the model.

So I was still on a search for a gas proof aluminum. I didn't want to clear coat the aluminum because I have read that clear coats will turn aluminum grey after a year or so.

I have had success with Dupli-color (which is Sherwin Williams). This held up very well. But it does need to cure for a week.



So for a re-cap:
 Behr Latex – Gas proof – not nitro proof
 Rustoluem 2x – gas resistant, slight soften
 SW Controls Rust – gas proof (not aluminum)
 Dupli-color – gas proof

So total cost, five colors \$56 of rattle cans to do the whole model. Klass Kote would have been near \$200. However, all told, if I had a model with one or two colors I would use Klass Kote – that stuff is tough.

Mike L.

NOVEMBER MEETING

by Mike Laible

The November meeting had three models for show and tell, one entering for Model of the Month. All the models were great projects and it was very informative hearing the building stories.

First up is Herman Burton and his Top Flite Sea Fury. This is a .60-.90 size plane and he plans on powering it with an OS 15 gasser.

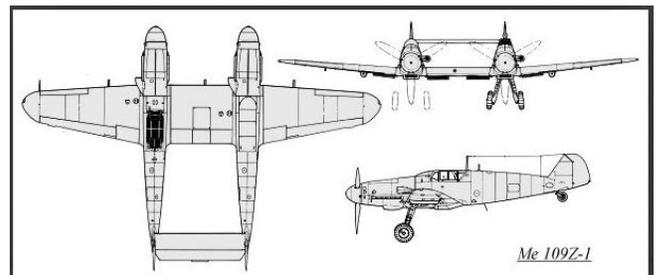
The complete airplane is painted in Behr Latex.



Herman giving the ins and outs of the project.



Next up was a kit bashing (or should I say two kits) by Fitz Walker. Fits took two foamy kits of an ME 109 and made one ME 109z twin.



What a great project and it should be a great addition to the first Warbirds over JSC all size warbird event!!!!

Fitz proudly showing his model.



U-Can Do

Ready to go, needs to add those extra gears!



Dave talking about the U-Can Do.

Next up is Dave Bacques U-can do. I lost count which version this is but Dave has had a dickens of trouble getting a wing not crushed or fuse damage in shipment. But from the looks of this one he is on his way to a nice flying plane.

I think everyone knows that ARF is far from Almost Ready to Fly. I usually have to do all sorts of enhancements.

Anyway, nice looking model Dave.



Dave also brought in a mini quad. This was a great flying quad and would do flips all day long.

MINUTES

Minutes 11/13/2014

Old Business:

- Voted to charge \$10 per ticket for 50th celebration and the club to pay the rest, estimated at \$10 per ticket

New Business:

- Voted to investigate holding a Warbird event in April 25, 2015
- Swap meet adds are in and pavilion reserved, March 21st, 2015

NOVEMBER MOM



Fitz Walker and his Own design ME-109z

THROUGH THE WORMHOLE: FLYING THE C-150 INTO OSHKOSH AIRVENTURE 2013

by Walt Lueke and Wayne Woldt

In the words of Jack J. Pelton, EAA's Chairman of the Board "Oshkosh is aviation's greatest party..!" And we flew to the party! Oshkosh! EAA's AirVenture 2013! Mission Accomplished!

Through a team effort, years of yearning, and months of complex logistical planning, General Walter "Hard Drive" Lueke (Pilot) and

General Wayne "Lightfoot" Woldt (Co-Pilot) made a successful flight, approach, and landing on Sunday July 28th at Oshkosh, Wisconsin's Wittman Field home of the Experimental Aircraft Association's AirVenture 2013. And both made it back home, too! The inaugural flight was accomplished in a rented vintage 1965 Cessna 150F. The 100hp aircraft performed flawlessly during the mission, with power to spare.

Prior to the epic flight General Lightfoot drove solo from Raymond, NE to AirVenture 2013 with a July 26 arrival. Upon arrival General Lightfoot expertly established a comfortable "forward base of operations" at Oshkosh's EAA Camp Scholler in "The Woods."

On Sunday morning July 28, General Hard Drive departed Columbus, NE in the Cessna 150F flying solo in VFR weather 450 miles to Wautoma, WI (KY50) landing mid-afternoon for a rendezvous with his co-pilot emeritus General Lightfoot. Final preparations were then made for the duos epic flight into Oshkosh's Wittman Field (KOSH), the world's busiest airport during AirVenture, and both Generals climbed into the trusty Cessna two seater for departure.

The flight from Wautoma to KOSH would be about 54 miles and



Wautoma, WI

both Generals were ready! With complete attention to the details as presented in the AirVenture 2013 NOTAM, General Lightfoot kept a keen eye for bogies that could suddenly appear from any direction as General Hard Drive kept the aircraft on a steady course toward Ripon, Wisconsin the first check point for entry into KOSH.



Oh Yeah!

"There's Ripon!" announced General Hard Drive, with simultaneous confirmation echoing from General Lightfoot. Successfully passing Ripon and on course for the next check point of Fisk, General Lightfoot spotted a bogie at the 3 o'clock position, an RV-6! The RV realized he was tangling with a vintage Cessna 150F, and as we were ahead in line, the RV peeled off and circled to fall in behind the two Generals. Inbound from Fisk to KOSH, General Hard Drive maintained compliance with the AirVenture 2013 NOTAM holding an entry altitude of 1800 msl, airspeed of 100 mph indicated, and executed a solid wing rock over Fisk for KOSH Approach Control when asked to confirm ATC contact.

At Fisk the two Generals received the all-important KOSH runway assignment. With a choice of either runway 27 or 36L as offered

by approach, General Hard Drive made a critically important decision and chose runway 27, thereby giving us a 15 knot head wind for landing. General Lightfoot was quick to congratulate the PIC for not taking the 15 knot cross wind option that 36L would have dished out. With the NOTAM opened to page 8, and following the railroad tracks (IFRR style) out of Fisk, we entered the runway 27 downwind south of the gravel pit. On downwind midfield of runway 27 we were directed by ATC to begin our descent and land on the orange dot on runway 27. The orange dot is the first landing dot on runway 27. Yahoooooo!!!! Time for carb heat.

But now there appear to be about five airplanes ahead of us in various stages of right base and final (where did they come from? – we never saw them before!), and there we were, in the congo line for a landing on the orange dot. This is where things got a little tight, but General Hard Drive kept his cool and everything was copacetic. Flying a smooth, tight right base, extend flaps, and steep final with some forward slip for good measure (after all – it is an approach to OSHKOSH), General Hard



Wittman Field

Drive gets a last second instruction from ATC to put it on the green dot, while in a descent through 50 feet agl on short final, which is the

second landing dot located another 1,550 feet down the runway! Pucker factor time, but not to worry, General Hard Drive keeps his cool under pressure, and opens the Cessna's throttle to arrest the descent. He then flies the beautiful Cessna bird down the runway at about 25 feet agl, for a "OSHKOSH runway review" by the crowds of spectators, cuts the power at just the right time, and lands the Cessna 150F on the green dot, as instructed by KOSH ATC. The Generals have landed! Our first successful landing at Wittman Field, Oshkosh, WI!!

AirVenture 2013 !!

After some gentle braking, we exit runway 27 to the left onto the grass, as instructed by the NOTAM. We display our VAP sign (Vintage Aircraft Parking) from the cockpit and begin the long taxi to the tie-down area at the south end of runway 36L. As we taxi we wave to the throngs of people who are clapping their hands in great adulation after witnessing one of the best Oshkosh landings ever by a Cessna 150F on runway 27, as executed by General Hard Drive and General Lightfoot. Now finally time kill the motor, tie down the Cessna, and enjoy "Aviation's Greatest Party" Oshkosh.



AirVenture 2013

We camped in grand Oshkosh style at EAA's Camp Scholler thanks to General Lightfoot's preparations.



Camp Scholler

After three great days at AirVenture 2013, much merry making, aircraft drooling, and just general good times, it's time for General Hard Drive to depart solo from Oshkosh on Thursday morning August 1, 2013. The 9:45 a.m. departure was uneventful, with a three-ship formation on runway 36L and with General Hard Drive in lead position. KOSH ATC provided the takeoff clearance, and General Hard Drive throttled up for a swift takeoff and entry into the NOTAM prescribed departure pattern. The solo flight back to Columbus, NE was completed in a little over 5.5 hours, in beautiful VFR weather, with one fuel stop at Clark City, IA arriving Columbus Thursday afternoon.

As EAA Chairman Jack J. Pelton noted in his summary of the annual event, "*Missions Accomplished: All Objectives Met in Stellar Week*", and we have to agree.

Fine print: Walter rented the C- 150F, N8334G, from Avcraft in Columbus, NE (thanks to owners Keith and Janice Harbor, super FBO operators!). The C-150F ran perfectly and was returned with exactly 12 hrs. entered into the logbook for the round trip of approximately 1000 miles. The VFR weather was great each way! A Mini i-pad

loaded with ForeFlight software was used for navigation, and that also worked perfectly!

Note to readers: General Hard Drive and General Lightfoot are not “Generals” in the military sense. Instead they are Generals in the “General Aviation” sense, where everyone is a General; and they will always defer to, and offer the upmost respect for, our military men and women! For all true flying aficionados, piloting an airplane at least once into and out of the annual EAA Oshkosh AirVenture is one of life's ultimate flying achievements! Hope you like the story and pictures! We did it!

Respectfully submitted,
General Walter “Hard Drive” Lueke (Pilot)
General Wayne “Lightfoot” Woldt (Co-Pilot)

SAM #82 CORNER

by Don White

We have had a great time this year but now it is time to pay your dues to renew or become near Space Center. Please consider joining NOW! Don White at:
white1962@sbcglobal.net

SEA FURY ENGINE EXHAUST SYSTEM

by Herman Burton

The British Sea Fury engine was a monster Bristol Centaurus 18-cylinder water cooled power plant. Exhausting of the engine was via cut outs in each side of the fuselage. As the gases generated by the engine were extremely hot, the surrounding area was covered and reinforced with a Monel-based alloy. Although the Monel shielding was

effective in deflecting the heat from the fuselage, the plates and their mounts were subject to cracking from the extreme hot to cold cycling, and routinely had to be removed for welding.

The Top Flite kit just completed does a good job of designing the cut outs on each side of the fuselage, to replicate the full size airplane.

The first photo below, taken from the book *Hawker Sea Fury* published by Warbird Tech Series, shows a full size Centaurus engine removed from the airplane, and sitting on a dolly. The exhaust pipes are clearly shown as they are routed to a common point on the side of the engine.



The second photograph shows the dummy exhaust system on the starboard side of the model with nine 5/16” aluminum tubes replicating the Centaurus exhaust pipes. Each aluminum tube is mounted into a 3/8” balsa block, which in turn is mounted to a cowl mounting block at the top and bottom with small screws. So the final installation will more closely resemble the actual plane’s exhaust system, I have painted black the mounting assembly so in the finished appearance the mounting system will not be visible.



The final photo shows the completed starboard exhaust system with the cowl installed, allowing just the tips of the dummy exhaust pipes to show at the fuselage cut outs.

Panel lines are being and painting are complete. Since this plane will have a gasoline engine, latex paint was used throughout.

The paint scheme is a replica of Bill Rheinschild's "Bad Attitude" Sea Fury that came in fifth in the 1999 Unlimited Silver race at the Reno Air Races



Upcoming Events

Dec 11 JSC RC 50th Celebration
Mar 21 JSC Swap
Apr 25 Warbirds over JSC

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:

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Membership Committee

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Fixed:

Mike Laible: 713-542-0987 (Cell)

James Lemon: 832-385-4779

Clay Bare: 281-488-2992

Herman Burton: 281-474-7133

Dave Bacque: 832-216-2566

Tom Altmyer 713 591 2859

Heli& Fixed:

Brian Campopiano: 832-524-9590 (H)

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Club Homepage

<http://www.jscrcc.com>

ITEMS OF INTEREST

Supported Special Interest Groups:

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