



The R/C Flyer

Volume 25, Issue 2

February 2001

Next Meeting – Thursday, February 8th at 7:00pm - Clear Lake Park Bldg.

The President's Corner

By: Clay Bare

I am real excited about the attendance at the January club meeting and hope to see everyone again in February (March, April,...). During the meeting we discussed a few committees and I asked that the members strongly consider volunteering for the entertainment committee. I have decided to have our new VP, Brian Warkentine, serve as the committee chair to align the committee with the club bylaws. In addition to Brian, I would like at least two other members to assist in finding and scheduling entertainment for the club meetings. During the calendar year, we have ten regular club meetings. With January out of the way and February coming up, that only leaves eight more meetings in need of entertainment. As I have said many times before, this is your club and you now have a chance to tailor the meetings to suit your taste. I would also like to point out that if you don't volunteer to serve on this committee you have NO right to complain about the entertainment or even the lack of entertainment. If you are interested in serving on this committee, please contact Brian and let him know. I'm sure he will appreciate the help.

During the club meeting, we also appointed a fun-fly committee. Once again here is another opportunity to make of the club what you want it to be. Do you want a fixed wing only fun-fly? What about a heli fun-fly? OR a combination? Be sure and tell the fun-fly committee what's on your mind. I'm sure James Lemon and his sidekick Walter Lueke will do an excellent job setting up a fun-fly schedule that meets the needs of the membership.

Mike Liable had an excellent idea for the January meeting that I would like to consider keeping on the agenda for future meetings. I would like to continue the show and tell for those of you that have acquired something new that you

think will interest others in the club. I would like to limit these mini-presentations to 3-4 minutes to keep the meeting moving along.

I received two Safety Audit Forms already this year. Areas of concern included the use of the active flight pattern and the inability to keep aerobatics contained in the center of the active pattern. Thanks to those who submitted these forms and keep up the good work. As for the rest of ya'll, let's get busy and get those audits in. Blank forms are in the field box.

That should be enough for this month. If I accomplish only one thing this year, I hope that it will be that we the members have made this club exactly what we want it to be. **BE AN ACTIVE CLUB MEMBER and MAKE A DIFFERENCE.**

Happy Intentional Landings.

January 11, 2001 Meeting Minutes

By: Michael Laible

Meeting was called to order by President Clay Bare at 7:10 PM

Seven visitors were present (*OK, first month at secretary and I have to write down seven new names*). A large welcome to Erin, Shelly, James, Larry, Eddie, Tamro (sp), and Ed.

OLD BUSINESS

Treasure's report showed an estimated positive net of \$430 for the month of January leaving a balance of \$4141.00

New field passes will be mailed by the end of the month (January).

A Motion made and passed to build the transmitter impound (subject to JSC approval) as shown at the October meeting. Charlie Teixeira volunteered to build the impound and the club will fund material costs.

NEW BUSINESS

James Lemon and Walt Lueke volunteered to be on the Fun Fly Committee. More details will be presented at the February meeting.

Brian Warketine was nominated to be chairman of the Program Committee. This is per the club by-laws.

Discussion pursued on Model of the Month (MOM) and Model of the Year (MOY) rules. A motion was made and approved for the following rules:

- To be considered for MOM, the model must have been built by the presenter and be in flyable condition. A plaque will be presented to the winner.
- MOY must be a MOM winner, have been flown, and still be in flyable condition. It was decided that members in good standing and present at the year end Christmas party would vote for MOY. Prizes will be 1st-\$100, 2nd-\$50, and 3rd-\$25.

MODEL OF THE MONTH

Don Fisher presented his Hanger 9 PT-19 Almost Ready to Cover. The model was equipped with a Zenoh G23. Don added a lot of revisions that really made the model shine. He added hand made fake oleo struts, two pilots, some scale rivets, and prop decals.

Tony brought his scratch built high performance trainer. This model was built about 15 years ago and never flew until recently.

The youngest of our members brought his Cox control line Recon. It was sporting a .049.

Don Fisher won MOM for January.



Don Fisher with his MOM PT-19

PROGRAM

Herman Burton showed off his new slot machine by Great Planes. He has not had a chance to use it but will let us know how it works in the near future.

Herman also showed his 1/4 scale Sig Piper Cub. He talked about the parts and asked for suggestions on what power plant would be a good match. If anyone has some suggestions please contact Herman. Also he will be getting the 52" floats for this plane.

Tim White talked about some fiber glass material that is used for hanging ductwork. He mentioned that this is great for wing center sections, is very strong and is inexpensive.

Dave Hoffman talked about a kneepad that was purchased from Home Depot. He concluded that the kneepad foam is great for protected those batteries and receivers.

REFRESHMENTS

Bill Langdoc will bring February refreshments



In The Pits

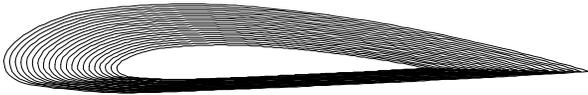
By Michael Laible

What a meeting. It was nice to see some old faces and all the new faces. I hope everyone had a good time.

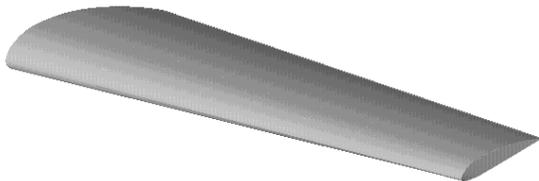
I was trying to think what to write about and I thought I would share some sketches of my latest design. It seems I have had this design idea for some time but now I am ready to put all the pieces in place. First to get started I traced over the scanned three view. In the essence of space, I will show the three view next month with a more detailed story.

So now I am ready to figure out what size to build the model. I tried 1/7 (50 ft wingspan = 85.71"). However, it seems the cowl would only be about 8 inches in dia. This makes it really tough to totally enclose a power plant. So I went to 1/6, this gave me little over a 9 inch cowl, but WOW 100" wingspan. Now I get into 2-piece wing design, Ahh what the heck, I'll go for it. So I have the size, now lets loft some airfoils.

Below you will find the lofted airfoils, developed from the root and tip airfoil. All the airfoils have the applicable washout built in and is spaced sized accordingly. Not bad for a couple of commands



Now lets put the airfoils to the shape of the wing. The next figure illustrates a shaded wing planform. If I wanted I could develop the complete airplane this way. However, a 3-d model is nice but it doesn't fly!!!!



Now for a little fun I also did the AA logo in CAD. This seems to be a good test project for Prestons decal shop. I will give Preston the colors and see if we can get this all cut out.



Well, enough for the fun stuff. Next month I will go into the three views and some basic design set-ups. I am currently working on a program that will take a fuselage bulkhead and place notches for stringers, all in one command.

Remember, fly safe. Watch your neighbor and be aware of everyone else. The field is really getting active so we need to be aware of what is going on around us. RESPECT THE PATTERNS of the current flight line. Check the online user manual.

So see you at the field.

Fun Fly Ideas

By: Editor

Several ideas for Fun Fly's have come across my desk (sorry, computer monitor) before the committee of James Lemon and Walter Lueke was created, so guys here they are:

-Takeoff from our usual site and land on the back road that is closed on the backside of the site. It would be a surprise to the contestants, easily within range but a challenge to coordinate with helpers. (Eventually fly to Texas City with proper frequency control and coordination with them ??). (Submitted by Don White)

-How about an "Old Timers Day" whereby the model and/or the pilot could be the "old timer"? Model must be pre-WW-II and would be judged on some flying events as well as scale. (Submitted by Editor)

Anyway these are just a few ideas to get the juices flowing. Any comments on the above or any new ideas should be sent to James or Walt.

Home Built Engine Project

By: Bert Striegler, Honorary Life Member

Thought the club might like a picture of my latest home-built engine project. I don't do much flying out here on the ranch near Rochelle, Texas, and there are no other builders in the area. As a result, I spend more time on the metal lathe and in my foundry.

This is a replica of the 1939 Belmont Gnat, a VERY rare engine. It is an ignition-type .15 size engine that was built and sold for less than a year. A friend came up with two lower crankcases that were both rejects for various reasons. I kept one case and sent the other to a friend in England. We both completed identical Gnats and they both perform well for an engine of that vintage. My version turns a Topflite 8x6 just at 6,500 rpm and is very quiet. It is dead easy to start and usually does not even require a prime.



I was one of the founders of a little group of 10 guys that call ourselves the "Motor Boys". We build engines just for the fun of it and we are strictly non-commercial. We just published a book of 11 of our engine projects and donated the book to the AMA with the understanding that all profits from the book will go to the AMA youth scholarship fund. The book is listed in the latest AMA Supply guide, so if you ever wondered how the innards of some of these old engines

were designed, you will find full plans in the book. Order the book and help support the AMA scholarship program!

Our next project is the 1949 Delong Diesel, a beauty that never really became commercial.

FYI

Mike McGraw, club member and owner of GCBM R/C is please to announce that it's exclusive US distributorship for MAS of Australia, importing their fine line of ducted fan jet kits. The Renegade Sport Jet kit represents the best value in this segment of the hobby, featuring a high degree of fabrication, including completely finished wings, stab, and rudder. Check out the Renegade at <http://www.gcbmrc.com>

New Fuel Filter

By: Guy Miller

I found something that might be interesting for discussion. Hanger-9 has a new fuel filter out that is really nice. It is fairly large and is made to use with the larger size fuel line. It can be used with gas or glow fuel. This filter will work best with 60 size and up glow engines or the gas engines. It would also make a good final filter for your fueling system. The filter body is anodized gold and looks great. The best part is inside; there is no little flat screen. There is a molded cup type filter that slips out of the filter body for cleaning. The best part of all is the cost, less than \$6.00. Performance R/C Hobbies on Huffmeister off of 290 has these in stock. They also have a new line of ARF kits that are made in Viet Nam. They are 40-50 size and are reasonable in price and look good. There are war birds and some classics as well as some new kits in the works. If you are looking for something new and quick to assemble these kits are great. Cowl and wheel pants are glass and most hardware is in the box.

Fuel Discount Update

By: Editor

It was reported in the August 2000 newsletter that the fuel discount agreement with the Hobby Center was going to be terminated. Apparently that has not happened so club members should be able to get fuel discounts at both Texas Model Trends and Hobby Center.

NEAT!

By: Herman Burton

I have only been in this hobby for a few years, but one of the features that are unparalleled in this hobby is the interest and enthusiasm members have for other members' projects. At the January meeting, at the request of a club officer, I brought the newest "toy" Mrs. Santa Claus had brought me for Christmas. This was a Sig ¼ scale Piper Cub. At the intermission of the meeting, another member came up to me and offered to build a scale landing gear in his machine shop for my new plane. Another member was close by, Don Fisher, who also has a ¼ scale Cub, and after a brief conversation, the three of us agreed to meet at a place and time in the very near future and discuss the parameters of the landing gear.

Sure enough, just a little over a week later the three of us met. We discussed several types of gear, using a prototype someone else had furnished Don as a "go by". Finally, this Good Samaritan and Don Fisher and I agreed upon the general layout and configuration for the custom machined landing gear. He indicated he would try to make it fully functional, as in the full scale Cub, and thought he could do that. Brass and aluminum will be his building materials, and time will be donated. I can't wait to see what it will look like.

Keith Vanessen is the club member who has offered to build the gear for Don and me. I didn't know Keith personally before the January meeting, but I think it is really NEAT he has this kind of interest in modeling to offer to help a (basically) stranger with his new airplane.

That's NEAT to my frame of reference. Thanks, Keith.

Progress

By: Brian Morris

I have reinvented the word "progress." If you have made any headway in the past year you are making progress. I have been building a Great Planes Ultimate Biplane for three plus years.

I have plenty of excuses; the most notable being that I was crashing my channel 38 planes on a regular basis, using a transmitter that had lost its range (it has now been overhauled). My highest priority was to rebuild the old ones.

All the while I was flying a rather boring Kadet Senior on channel 14 without incident, so I could fly without the Ultimate being available.

The Ultimate is called a "40-size" plane, but 4-stroke engines as large as 0.70 in³ are recommended. I have never had, but always wanted a plane/engine combination with reserve power so I bought a Saito 0.91. It weighs less than the popular O.S. 0.70.

I built the lower wing, following the plans, which included a single servo to operate ailerons on both wings. I purchased a ball bearing servo from Airtronics for that job and I would hinge all surfaces with pinned hinges to minimize hinge resistance. I know that most of you would have found a way to mount two servos in the wing, but

I built the tail feathers and the major part of the fuselage before bogging down. The plans have a fuel tank access hatch, under the cowling, that allows you to install and remove a small tank. But I wanted to use a 10-oz tank and I wanted to be able to remove it someday. I think it could have been pulled out through the back of the tank compartment if the servos were mounted far enough aft, but I am not sure. Also, the servo tray is to be glued in. I am thinking of making it removable. Anyhow, I procrastinated for about 1-year on whether to split the upper deck (a built-up cover over the main fuselage structure) of the fuselage and make the front portion removable.

That is what I just finished doing. The tank will rest on a wooden floor, with no padding under it, and will protrude into the radio compartment. I hope I don't have fuel foaming problems.

I have three unsolved problems to deal with. One is whether or not to use the furnished tail wheel assembly, which hinges at the fuselage and has an arm that is buried in the rudder. This looks like a vulnerable area in a hard landing, putting a lot of load on the rudder. Also, if I don't get the pivot point right it will hinder rudder operation. Tim White has a Sullivan tail wheel assembly that has neither of those problems. But then I have already gouged the channel and hole in the rudder for the kit provided assembly. So..... Suggestions?

Another problem is cowl cutting and fitting. The plans show how to locate access holes, but they don't show an engine that protrudes through the cowl as mine will. I am not sure that I will be able to fit the cowl over the engine head, prop shaft and exhaust tube at the same time.

If I have to make an oversize hole in the cowl is there a way to overlay a closer-fitting border later?

My last problem is a concern about breaking the muffler or damaging the engine in a hard landing. I have always had

Tricycle gear planes, but now I have an inverted (nearly) engine on a tail dragger. The landing gear looks weak. Should I try to reinforce it?

I am working on the upper wing now. But I will have to face the above issues soon. Or, then again, I may just procrastinate for a year or so.

All suggestions will be evaluated with my normal amount of deliberation, but "progress" will be made. Please send any suggestions to bkmorris@ev1.net.

WANTED: Lou Andrews Aeromaster in any condition from kit to complete airplane.

donwhite@hotmail.com

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The R/C Flyer

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