



The R/C Flyer

Volume 24, Issue 11

November 2000

Next Meeting – November 9, 2000 at 7:00pm - Clear Lake Park Bldg.

The President's Corner

By: Clay Bare

Well, the election is now over and a new club year is underway. I guess I should take a moment to introduce myself to those I have not met yet. My name is Clay Bare and I will be serving as your President for the next twelve months. I have been a member of JSCRCC (formerly MSCRCC) since September 1997 and served this past year as VP. I have been involved in RC modeling since 1992 and attempt to fly both fixed and rotary wings. I would like to thank those who came out and supported the new officers by voting in the October election. I know there was little (i.e. NO) choice in the officers but the fact that we had around twenty members cast their ballot indicates to me that a fairly large portion of our active club membership cares enough to be heard. I am looking forward to working with Brian, Dave, Mike and Mike as well as the rest of the club membership.

Over the next twelve months, we will face many challenges. Finalizing the field layout, continuing to work toward a pavilion at the field, increased community awareness, and transition the club into a more family-like atmosphere just to name a few. I personally feel the latter two are very critical in ensuring that we continue to be a viable organization. Increased community awareness can be achieved through club participation in community events, joint efforts with NASA and/or Space Center Houston, or participation with the local Partners in Education programs. Each of these will enhance the pool from which we draw new membership. Our membership will then be maintained by providing an atmosphere where all members and visitors feel welcomed and valued by our club membership.

I guess that's enough rambling for now, but I promise that this is not the last you'll hear about these ideas. The club

auction is coming up in November so dust off all those kits, planes (OR heli's), engines, radio or anything you might want to sell to fund your next project. Hope to see you there!

October 12, 2000 Meeting Minutes

By: Mike Goza

Meeting called to order 10/12/2000 at 7:13pm

OLD BUSINESS

A motion was made last month to change the bylaws. The wording on the criteria for President selection was changed from requiring a person to have served as an officer for one year to a requirement that he/she be a member in good standing for at least one year. This motion was passed.

The field layout issue was discussed again. There are basically two versions proposed. One involves sharing the main runway (between heli's and fixed wing) and the other involves cutting a new runway area in the grass. Field maintenance was an issue. Preston Hunt was going to contact NASA and see if their grass cutting personal could be used and what the cost might be. Both proposals will contain wording to the effect that the field flight rules can be modified by the mutual agreement of the pilots in attendance on the field on the given day.

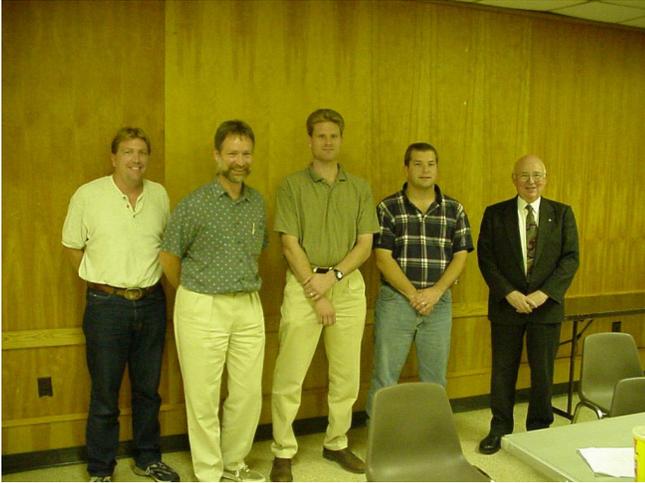
The new elected officers are:

President - Clay Bare

Vice President - Brian Warkentine

Secretary - Mike Laible (w/Mike Goza sharing the post)

Treasurer - Dave Hoffman



New club officers, left to right, Secretary Mike Goza (alternate) & Mike Laible, Vice President Brian Warkentine, President Clay Bare, Treasurer Dave Hoffman

NEW BUSINESS

Don White was presented with last month's model of the month award.

A new TX impound design was presented by Brian Morris and modifications were suggested by various members. Brian will take these into consideration (see more on this subject in the Safety Corner article below).

Various email options were discussed such as list servers and aliases for officers. There was also discussion of a protected web page for members only. These will be investigated.

The auction will be held at the November meeting. The auction will replace the club meeting on that night. Flyers will be distributed to the local hobby shops and posted on the club's web site.

MODEL OF THE MONTH

Herman Burton won the award with a "Crossbow" and a very creative fictitious story. The model was complete with armament made from Yellow Aircraft and model rocket parts.



Herman Burton with his Model of the Month "Crossbow"

Meeting adjourned at 8:50pm.

Safety Corner

By: Editor

Pre-Flight Inspections

We have not received a single input regarding Don White's suggestion (September Newsletter) about pre-flight inspections. There is a gallon of fuel prize awaiting someone so check out last month's newsletter if you forgot the details. In the meantime, Don has furnished us with some further insights.

New Air Plane Preflight

By: Don White

Recently, a good friend from my office got into the hobby, from scratch. Never having built an airplane before he asked my advice and opinions about all the parts and techniques necessary to build and fly a model. We discussed everything and after a while he produced a model and asked me to help him fly it the first time.

Being an engineer and x-Air Force, I produced a checklist to follow and it is attached (page 6) for your wise critique and comment. But what I want to get into are the lessons learned from my experience so far. Following the checklist, we inspected the airplane and I was very careful not to assume he knew anything. I inspected the airplane from the

wheel collars to the tail hinges. What I want to tell you is "I felt the airplane was both flight worthy and safe". **It wasn't!**

I have over 30 years in this hobby and I know all about Murphy. We were to fly this airplane on the last weekday prior to daylight saving time being cut off so we were **pressing**, it was now or the week-end! I passed over some things that I should not have passed over; there is a priority to problems! Minor things can come together to make a very bad combination of things that can prove my point. Is a weak tail wheel enough to scrub a flight – NO! Is a pushrod support more than 3 inches away from the servo – NO! Is lots of control movement, enough to send the guy back to the hanger for adjustment – NO! Is the routing of the receiver antenna a big deal – well NO! How about the balance being right on the money? Taken all together or maybe...interference!

Here is what happened on the first flight. Engine started perfectly, and throttle cutoff worked fine. The engine was restarted and a complete control check was completed, Airplane proceeded down the runway drifting a little to the right and took off with the right wing low. I let it climb and turn right, ease in a little left, wow, the thing really rolled. I let the turn continue to downwind with just a little left aileron to bring the wing up and WOW, what the hell was that! The airplane rolled climbed and then headed straight down, down, down, down. Throttle to idle, killed the engine, and control was regained, very small control inputs to nurse the airplane around into the wind and landing. So much for the first flight. The pilot got to take his airplane home, I get to write this reminder. Things don't act alone, They hit you all at once, don't accept anything just for the sake of getting it done. Think as a total system and not serially. Stay tuned for flight #2.

Transmitter Impound

By: Brian Morris

As you know, the club is required to have a transmitter impound. Currently we have a frequency pin box, but no transmitter impound. On page 7 are drawings of an impound for the club's consideration.

The impound featured in these drawings will hold about 30 transmitters, in any configuration that we are currently using. Even those on the metal trays that hook over the shoulders can be accommodated. The original drawings were on display at the last club meeting and several comments from club members led to revisions to incorporate a raised lip at the front of each shelf, a pin holder and a hanger for it, and sun and rain screens rather than expensive hinged doors. The screens extend down to the area where the larger transmitter trays will hang. There are no partitions on

the shelves, so the size of a transmitter tray is not a storage factor.

The completed unit will be equipped with tie down eye screws at the base, if we decide it needs to be anchored down. Also, it can be folded to reduce its wind or radar profile. The construction is rugged incorporating much treated wood, but some painting will still be required.

[Editor: Brian Morris has done a fine job of designing a transmitter impound that all club members should take a look at and make suggestions for changes/improvements. Inputs may be made directly to Brian at bkmorris@ev1.net. The goal is to approve the design and cost estimated at about \$250 at the next full meeting (January) and initiate construction. This will give all club members sufficient time over the next month or so to review the design and make suggestions. Rumor has it that a volunteer has come forward willing to build it but any and all help will be appreciated. So lets all do our part and get it done. And before we forget, THANKS Brian Morris for a great job!]



Painting Airplanes

By: Herman Burton

Don't! Don't paint airplanes. That is, unless you have lots of time, and nothing better to do for about a month. I just finished painting my first .40-size airplane, and thought a three color scheme would look nice. And, now that it is finished, I am satisfied with the outcome. But the time involved was much more than I had anticipated. But since this R/C sport is a continual learning curve, I suppose I should have expected to have to multiply my original time frame by 10 (!) to get close to the actual time required.

The plane I chose to paint is the "Crossbow", a kit manufactured by Leading Edge Model Aircraft, Inc. The plane is fully sheeted, and the tail surfaces are solid balsa. The kit goes together quite easily, although it has no full size plans. The instruction booklet is easy to follow, with computer-generated sketches to assist the modeler. The plane is not, I repeat, NOT a beginners kit. This is my sixth kit, and I found it easy enough to put together. There was only one badly fitting component in the entire kit, and that was where the wing goes through the fuselage cut outs. After assembly, there was a 3/8" gap around the leading edge where it intersects the fuselage, much too large for balsa filler. But scrap balsa and a tedious "template" construction solved the problem.

As I was constructing the model, I had a lot of fun visualizing what the finished product would look like. I saw a picture of a Kyosho F-16 in an airplane magazine, and decided to use a similar red, white and blue for my plane. I applied 1/2 oz. Fiberglass cloth and two-part epoxy glue for the base coat. After that, a "Feathercoat" primer, graciously furnished by Mike Laible, was sprayed on to fill in the glass weave. Lots of sanding, then the first finish coat of white was applied. In late August (when I started painting) the humidity was high, and compressed air had lots of water in it. I installed a water trap on the outlet of the compressor, which helped, and finally installed a secondary filter/separator at the spray gun. Maintaining a low air pressure of 25 to 30 psig helps, too. I had decided on using Sherwin-Williams acrylic enamel paint with a polycrylic clear coat to cover the graphics. Yeah! Sure!! Bad mistake, Charlie Brown. Don't use acrylic on airplanes-PERIOD! Much too thick, and when thinned enough to flow through an air gun, doesn't cover. Use oil-based paint.

Masking between coats is extremely time consuming, but an absolute necessity. Four to 6 hours to mask off one color prior to painting the next is about par for me. Then, after that is done, I would inevitably come back and mask off the line and hand-paint the bleed through, and on one occasion I even had to come back a third time to mask off what I had masked off and hand-paint the other color bleed-through again. If you want to paint a plane, my suggestion is to spend a lot of time on the type of masking material you plan on using, and make sure it really seals the joint between colors. If not, it will not look very good unless additional steps are taken to "clean up" the line.

The polycrylic clear coat was tricky to install, and had a bad tendency to trap air bubbles, which would then dry as a small, circular defect. I practiced on the bottom of the wing until I had a technique down that resulted in a smooth, clear finish. This material is alcohol-proof, but frankly I have no idea if it is nitro proof. I will test a spot on the bottom of the plane before my first flight, crossing my fingers all the time.

I'm looking forward to getting this plane in the air soon.

Club Shirts

By: Mike Laible, JSCRCC Secretary

Thanks to Brian (the new VP) we have some shirts ready to order. A sample shirt will be shown at the club auction. For now you can look at the site listed below.

<http://www.countdown-creations.com/embroidery/2a2b.htm>

We are going to order the Item 6002 in the polo section, Royal (the shirt shown). The cost is 25.70 per shirt and the club will pay the \$190 start up cost (agreed to by past motions and current board). First order will have minimum of 7. A sign up sheet will be posted at the auction or email me back with your order. The \$190 set up fee is good for all future orders of embroider items (for T-shirts, patches at about \$5 a piece, jackets etc.). Silk screen hats and T-shirts will be forth coming from a different vender. These are top quality embroidered shirts and you will be proud to wear them. This is the same outfit that does all the shirts for MOD, EVA and JSC groups.

Lets GOOOOOO. We have worked a long time for this. I have personally spent hours on the patch design and will be the first to send in my ~\$26. This is for the complete membership, so spread the word.



In The Pits

By Michael Laible

Several months ago I stated that I had a mishap with the Bearcat. The folks at Prop-nuts (AKA Randy Hammond) discussed some of the occurring problems I had with the ST 3000. It seems it would die in the air after about 4-5 minutes of flying. The engine would be at maximum RPMs and just simply die after 4-5 minutes of running. I would rich the high end and the same symptoms would occur. This engine has run flawlessly for several years. After some conversation with Randy Hammon he suggested that the rear bearings might be worn out. After several minutes of running it would heat up and the engine would lean out.

Well I took this to heart and ordered a set of ST3000 bearings and Z-Best engine cleaner. I looked up some old articles that I have filed on how to change out the bearings

and started the task. The old oven trick worked great. Cranked up the old oven to 300 degrees, disassembled the engine, cooked the casing until done and wham the prop driver fell off the drive shaft. I then removed the shaft and reheated until the old bearings fell out. Really a neat trick. I have used this several times without fail. It did seem like I had to raise the temp to 375 Deg. F for the rear bearings. Next I removed the piston sleeve in the same manor.

The new trick that I used was for the installation of the new bearings. I heated up the casing as before but froze the new bearings. They fell in, did not even have to press them. This worked in the same manor when installing the piston sleeve, freezing the sleeve and heating the casing. So a couple nights work, some Z-best engine cleaner and I have a new ST3000. In fact it looks better than when I bought it (used).

So, everyday with the big birds is a learning experience. When those big engines loose a couple of hundred rpm, there is a reason. I can't wait to get her back in the air. I am currently redoing the retract rails and then she should be ready to go. I will admit, she looks a little worn!!!!

Lesson learned from this whole ordeal, when a crash does occur, PICK UP EVERY PIECE. You never know how it will go back together. Your first instinct is anger, calm down, pick up the pieces and save them for another day The Bearcat has been going back together better than I have ever imagined. Thanks Charles (he picked up the pieces)

One last item pertains to my SIG 4-star 120. I was having problems with radio reception and sporadic battery readings – i.e. 5.1 V, next flight 4.6 V, back to 4.8 V. Needless to say I grounded the plane and removed the shrink rap on the battery pack. All the cells fell apart in my hand. All cells measured 1.2 V but the tabs corroded loose. WOW, I was lucky. OK, a new battery pack and out to the field I go. My first flight was shaky, control surface movement without ME MOVING. Humm, radio hits, NO, in all my years flying at JSC I can say I have never had radio interference on CH 27 and 54. I always look to me first. Well it turns out I had my servo wires running down the fuse in a tube about 6" parallel with the receiver antenna. I though this would be good but it seems at certain angles interference would occur. With some help from members at the field, I rerouted the antenna wire on the outside and have been smiling ever since!!

I did note that I could not cross the width of the field with antenna down without jitters. Once I mounted the antenna on the outside I could cross the width of the field and it was

solid as a rock. Just a reminder to do your ground check with the antenna collapsed. See you at the auction. Happy landings.

CLUB OFFICERS

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Treasurer	Dave Hoffman	281-476-5206
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David Hoffman	281-476-5206(H)	281-479-1945(W)
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The R/C Flyer

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Club Homepage

<http://www.orbitworld.net/mlaible/jsc/index.html>

Don White's Proposed First Flight Checklist

First flight Plan- date	Flight 1 of 10	Comments
1	AMA Required	
2	Safety	
	Two man policy	
3	Field Layout – entry procedure, parking	
4	Frequency Control Pins	
5	Aircraft Preflight: Through Inspection	
6	Inside -servos, screws, pushrod connections, keepers, tank, fuel line, servo connections and screws.	
7	Outside , Horns, hinges, landing gear, wheel collars. Engine and throttle.	
8	Assembly	
	Rubber Bands	
9	Airplane	
	Balance	
10	Radio Range Check	
	Control check correct direction	
11	Pit Procedures	
12	Engine start	
	Throttle cutoff	
13	Take-off	
	Where, cross wind considerations	
14	In flight -transition	Trim, Airplane stall maybe right and left turn,
15	Over flight of pit area	
16	What we will do in flight, what we will not do in flight.	Solid Specific hand off between pilots
17	Landing	discuss
	Dead stick	
	Normal	Note trim positions, inspection
18	Post flight Inspection	

