



The R/C Flyer

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Next Meeting – November 8, 2012, Clear Lake Park Building – 7:00 PM



IN THE PITS

by Michael Laible

Wouldn't you know it, for several months we don't have a model of the month entry and last month we had four models show up. I always feel so bad having to make a choice between such fine models. This month all four models were separated by 3 four votes, first and second was one vote. Oh well, that is the system.

One model I do want to bring attention to. It was Erick Enriquez Great Planes Extra 300. He has been a member for several years and I have watched him start with a trainer, a made up trainer, a 3D fun fly, and now to build from a kit the Extra 300. I have to say I was really impressed and can't wait to see the Extra fly. Great job Erick !!!!!!!

And of course, this does not take anything away from the three other great models present. It was great to see all the inf models. Please see the October Meeting section for a full detail.

Now for a funny story. I have been flying a Dirty Birdy for four years now. Mrs. Santa delivered the kit for Christmas in 2009. It was

really an enjoyable build. During the MOM presentation I remember saying that "spray painting the inside of the canopy silver dulled the canopy". Well, a few weeks ago I was putting up the model and scratched the canopy. After closer inspection it was the safety protection covering. So for all these years I thought it was the paint dulling the canopy. Man, it sure shines once I took all that protector off!!! Sometimes you just gotta laugh at yourself.



This month will be the last opportunity for MOM in 2012. So bring your projects out. Also at this month's meeting we should discuss the field box barriers again and start planning the Christmas Party, summer fun fly, and auction if we desire.

As always, Godspeed and safe landings

Mike L.

WHAT A SHOT

by Mike Laible

The other day I was playing around with some First Person View and look what I found! What a coincidence. JOKING.



OCTOBER MEETING

by Mike Laible, Photos Taz Crowson

This month's meeting had four models and two show and tells with an interesting story.

The first show and tell is a story from Bill Schwander. He kept us in suspense by having it covered until his story was finished. The second picture below tells it all. Bill told a story how he was in his kitchen talking and all of a sudden he thought he was getting shelled. He turned around and his old Cessna was in flames and shooting out a wonderful display of Kemah Boardwalk fireworks.

He quickly drowned the model in the sink. He brought in the remains.



Erick Enriquez shows his Great Planes Extra 300. He took on this model as a Summer project and I must admit he did a fantastic job. He even has hand cut checkerboard on the bottom. GREAT JOB ERICK.



A close up of the model in all its glory.

The next model was Mike McGraw and his ducted fan jet. The model is a Top Gun Models Mig 29 Fulcrum. It had a K&B .82 in it but now has an O.S. Max .91. Byron Pipe, Byron Jet Fan Unit. Six channels including retracts and an in flight needle valve. 14 lbs. 2 oz.



Boyce Sterling brought in his Super Decathlon by Sportsman Aviation. The model

is hauled around with a Zenoah G26. The wingspan is 87". It's been a project in the making for several years.



David Angel is getting closer on his Top Flite .60 Corsair. He is really enjoying this build and can't wait to see the finished project.



And finally the MOM winner. A WACO.



MODEL OF THE MONTH

by Michael Laible

The October MOM winner is Bill Schwander with his WACO biplane. He said it was an interesting and grueling build. *(Come on Bill, how can it be grueling when the wingspan is less than 144", oh 72", ok maybe 36")*



OCTOBER MINUTES

by Kent Stromberg

- One Guest
- Refreshments for November Cecil
- Discussion Web Site Fritz and Mike will try to make Emails as well as phone numbers available.
- Field day Oct 13. Bring brooms and Mike McGraw will organize Road fill, need Tall ladder
- Discussion of Swap meet. Mike said we could do at Gilruth Center- Charge for none affiliated groups is \$50.00
- Discussion of Pilot Safety Boxes at field
- Discussion of Club build project such as a Sig 4 Star or similar.
- All existing officers reelected to their positions by unanimous vote

BEGINNERS CORNER

by Mike McGraw

This Month: Different Kinds of Engines and the Fuels We Should Use

R/C model glow engine technology hasn't changed a great deal in the past twenty years, but for someone new to the hobby, it is important to understand what kind of engine you own and what kind of fuel you should be using in order to get the best performance, consistent reliability, and longest life from it. So, let's talk about the different piston/sleeve combinations, ball bearing versus bushed bearing engines, and what kind of glow fuel you should be running in your particular engine.

The most common piston/sleeve assemblies are as follows: Ringed (piston), ABC/ABN/ACC Piston/Sleeve, and "lapped" piston/sleeve. Ringed pistons are not as common in two cycle engines as they used to be, but a ringed piston is the norm in four stroke engines. All OS Max, YS, Magnum, and some Saito four strokes have ringed pistons. Much like your car, the piston has a compression ring which is slightly oversized to the cylinder wall, and once break-in is completed, this ring moves smoothly in the sleeve, maintaining compression throughout the stroke. Ringed engines are extremely durable and you can expect many seasons from them with proper care and maintenance.

The most common piston/sleeve assembly in two stroke engines is the "ABC" family. ABC stands for what the piston and sleeve are made from, namely high silicone aluminum for the piston, brass for the piston sleeve, and hard chrome which has been chemically bonded to the inside of the piston sleeve. In "ABN" engines, nickel has been substituted for chrome, while "AAC" have an aluminum piston and sleeve with the sleeve having been hard chromed. Saito and YS have pioneered AAC technology into several of

their high performance four stroke engines in recent years. As there is no compression ring, compression is achieved through the contracting and expansion of the piston sleeve, which has been honed by a few thousandths of an inch to be "conical", that is, smaller in diameter at the top of the sleeve than at the bottom. Normal engine temperatures cause this expansion at the top of the stroke, creating compression. ABC style engines are extremely tight when they are new. In fact, some ABC style engines actually "squeak" at top dead center when turned over by hand, which is highly desirable, indicating an excellent piston/sleeve assembly. Remember, "squeaky" is good!

The last piston/sleeve assembly is the classic "lapped" piston, made famous by the Fox .35 control line engine. Again, there is no piston ring, but rather an iron piston running inside a steel sleeve. Lapped engines take a considerable amount of careful break-in to run well, primarily because, like "seasoning" an iron skillet to keep food from sticking to it, this sort of piston/sleeve must be likewise be seasoned so that it keeps a tight compression seal while at the same time not overheating and seizing up. Carbon must build up in the microscopic pores of the piston and sleeve for this to occur, and once this has happened, lapped piston engines are incredibly durable. Perhaps with the exception of Fox Mfg., who still makes lapped piston r/c engines, it would be unusual to come across other engines with lapped piston engines. Other classic lapped piston engine brands include, but are not limited to, McCoy, Veco, Johnson, and Enya.

Higher end two stroke engines have ball bearing supported crankshafts. I have never seen a four stroke engine that was not a ball bearing engine. Two ball bearings, located at each end of the crankshaft allow for very low

friction rotation. Classic control line and economically priced modern r/c engines will have a bushing bearing supported crankshaft. The crankshaft moves in a bushing, which is like a long sleeve that runs the length of the front housing of the engine's crankcase. Usually made of bronze or brass (and less commonly high silicon aluminum), this bushing needs to build up carbon in its microscopic pores for smooth operation, which is an important function of the lubrication in the fuel. The OS Max LA series, Magnum GT series, Thunder Tiger GT series, and several Fox engines have bushed bearings. Again, with proper fuel and maintenance, these engines can last for hundreds of gallons.

The composition of the fuel you use is extremely important. This is an article within itself, but here is a brief explanation. For ringed engines, any quality commercial fuel with 5 to 10% nitro and at least 18% synthetic oil is sufficient. For ABC two stroke engines, any quality commercial fuel with 5 to 10% nitro and at least 18% synthetic oil. For ABN and AAC engines, I suggest 5 to 10% nitro, 18% synthetic oil and an additional 2% castor oil. The nickel in ABN engines will quickly flake if it gets too hot; the castor oil helps prolong the life of ABN engines. I also recommend this formula for bushed bearing engines. For classic lapped engines, only castor oil based fuels will do. Castor Oil has very high carbon content which is essential for seasoning the piston sleeve and prevents overheating. For classic control line engines, I suggest 5% nitro, and 29% all castor lube. For lapped piston/sleeve r/c engines with bushed bearings, I suggest 10% nitro with 20% all castor lube.



Should have worn my steel toed shoes

I know that receiver is in here somewhere

Where is my leaf blower

Joe, found your receiver

Sure glad they ran out of tools

Oh yah

I hate when the power goes out

JSC Crew hard at work,
8 men for a 1'x12' hole, Humm

Upcoming Events

JSC Christmas Party 7 PM Dec. 13

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Articles and Want Ads may be submitted to the Editor, Mike Laible at mrlaible@sbcglobal.net

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