



# The R/C Flyer

Volume 38, Issue 02

February 2013

**Next Meeting – February 14, 2013, Clear Lake Park Building– 7:00 PM**



## IN THE PITS

by Michael Laible

The January meeting was lightly attended but we had some great show and tells and lively discussion. The business part consisted of talking about the upcoming Swap meet. Yes we are having a swap meet on March 23 at the Gilruth Blue Bonnet pavilion. Mike McGraw is heading this up and if you would like to help please give Mike a call.

The other items discussed were the Spring fun fly. We decided to hold this in May. We decided in May so not to be close to the swap meet. Membership is running about the same or ahead as last year. So that was it for business, we moved on to the fun stuff.

One of the show and tells was the my B-25 that is under construction. The bomber itself is completed and really ready to fly except for the paint job. The pic below is the assembled bomber sitting in its cradle at the club meeting. The bomber has all the bells and whistles and my father did a great job assembly.

I didn't enter it in model of the month because it wasn't finished and I haven't flown it yet. I

also want to get a skype hook up for my Dad to participate in the final show and tell.



So the weekend after the meeting I decide to take her to the field and run the engines. I performed a couple of taxi runs and the engines were running satisfactory. I told James that I was going to get a little speed and lift the front wheel up. Well, wouldn't you know it, it jumped off the ground like a rabbit. I settled down a little and placed her back down. To me that is one of the toughest maneuvers to perform with a large bird, take off and landing on the take-off run. Touch and go's are much easier.



Well I got her down with no damage and currently in the process of shaking her out. Fuselage has been cleared and I have a few items on the wing. After that off she goes.

Well that's all I have for this month. I have to miss the February meeting so you guys behave yourselves.

As always, Godspeed and safe landings.

Mike L.

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## **JANUARY MEETING**

*by Mike Laible*

January's meeting was lightly attended but it didn't stop the members bringing out some show and tell items. Three models for show and tell were displayed.

The first was John Hirasaki and his electrified old timer, a Playboy freeflight. He converted it to electric and it has a 36" wingspan.



Don White and John are members of the local SAM chapter. They decided to have an informal limited-engine-run contest based on a few simple constraints. Basically, they would like the design of the model to be representative of pre-WWII airplanes and model airplanes, but that is not an absolute constraint. For the most part, they have

taken old free flight model plans and have modified them for electric motors and RC capability. Here are the conditions that they have established for this particular contest:

1. The model shall weigh less than 16 oz.
2. The wing area shall not exceed 300 sq. in.
3. Engine run duration less than 30 seconds.
4. Each model will be allowed three flights with the best two counting towards the total.
5. The model can either be hand launched or ROG.
6. Official motor run times and flight durations shall be as measured by the official timer.

Currently, they plan to hold this event on February 16 at the JSC club flying field starting at 7:30 am. This event is open to any JSC RCC member who wishes to participate.

John says "Let's have some fun!!!"



The second model is Herman Burtons' PT-40 by Great Planes. Herman mentioned this was his first plane and wanted to build another, test fly it, and then use it for his new night flyer.

Herman noted one major change that he made from the plans. Can you tell from the pictures?



Ok, I'll tell ya, No dihedral. He built the wing flat as a board. Just doesn't look like a PT-40 without that 20 million degrees of dihedral.



Minutes from January Meeting:

- No guests
- Mike will be out of town next meeting he will call Phil to stand in
- Report on Swap meet Mike McGraw Will be from 9:00 to 2:00 at Gilruth Center at the Blue Bonnet pavilion. Need to contact Blaine to cook hamburgers. \$5.00 table fee The use of wrist bands or stamps for entry etc.
- Pilot guards tabled as James not at meeting
- Dave will check on ways to secure port o potty as high wind is tipping it over
- Membership 72 paid members new passes will be needed after 1/31
- Need to send out Model of the Year awards
- Proposed fun fly May 11th



The last show and tell is a Zirulli B-25. This plane is truly scratch built. Bob Laible (my Dad) cut every piece of wood for this model. He then built it and fiber glassed it. I picked it up last March and have finished it to this state.

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### **SOME ODDS AND ENDS**

*by Michael Laible*

One of the things I love about this hobby is the knowledge required on multiple disciplines, like electrical, mechanical, building, and painting/art work for a successful project. Just when you think you have learned it all something else pops up. Over this year I want to start a column called odds and ends. By this I truly mean odds and

ends. I hope this is catchy and I receive some handy odds and ends from other members – Hint –Hint.

So this month I am going to start out with a mechanical item on my P-51 and then run a series of articles on detailing the B-25.

So first lets start with my trusty Magnum 1.20 four stroke. This truly has been a great engine and flies the P-51 Mustang with authority.

Lately I noticed (about two months) that it was losing a little power on the high end. First I blamed it on Mike McGraw's fuel (joking Mike), then Mike's glo-plug, then I started to think maybe it's not Mike. Well, last weekend couldn't even get it to keep an idle. That is really strange since I have never had a problem with idle.

I perty much decided that 100 flights and five years and maybe she was just getting tired and a new one was in order. Something told me, heh, grab a cup of coffee and see what makes this thing tick. Maybe it's the bearings or something that I can fix. Well I got the head off and noticed the exhaust valve was caked with carbon. I finally figured out how to get the valve out and this is what it looked like.



Well, this looked to be the problem. I got the old dremal metal brush and cleaned her up. I also cleaned up the head where the valve seats. In my excitement I forgot to take a picture of the cleaned valve. Trust me, it is a world of difference.



Everything else looked great. Now with it all together the engine has the compression like it was new. Ahh, mechanic Mike.

Now for artistic Mike. The pic below is the tools need to get nice panel lines. You start out with a primed cowl and sand everything off. The best way to do this is use a water proof sanding block (or sponge). This keeps the sand paper from getting clogged up.



Once the sanding is complete you mark out your panel lines with a sharpie. After you have the lines you use 1/16" or 1/32" "Chart tape". You press on the tape like below. I usually use 1/32 for all panel lines and 1/16 for major doors, like cowl doors. You respray a couple more coats of primer



So you are now at the stage as the pic above. Now start sanding again. Sand until you see the tapes starting to show through. Now remove the chart tape and you have a nice indentation representing a panel line



Hopefully next month I will show the panel lines and how to put on some fasteners/rivets.

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## AT THE FIELD AND NEW PILOTS

*by Mike Laible*

For the last couple of weeks I know of at least two new members that got their wings. One is Dane Arnold with his Cessna electric. I believe it is a Banana Hobbies.



The other is Randall Corkill with his Corsair electric. I believe this is his first plane and he actually went from simulator to flying in weeks.



The next photo is a pic of a nice Saturday at the field. As can be noted the flight line was busy and a lot of nice flying took place.

Remember, lets' all think safety.



Now here is a dedicated flyer. It seems Cecil brings out his coffee table and puts a strap on it. Also, someone needs to tell him the runway is 90 degrees to the right. Oh well, I guess he was trying to count the landing gear. Cecil decided he needed two landing gears and thus a fly around was needed.



That, that, that, that's all folks.

See ya in March.

## Upcoming Events

### Club Officers

President:

Mike Laible                    281-474-1255(H)  
   281-226-4192 (W)  
   mrlaible@sbcglobal.net

Vice-President:

Phil Elting                    281-333-1125 (H)

Treasurer:

Dave Hoffman                281-479-1945(W)  
   832-689-620(Cell)

Secretary:

Kent Stromberg              281-480-0095(H)  
   281-724-3762(W)

Membership Committee

Herman Burton                281-474-7133(H)

Safety Officer:

Dave Bacque                   281-486-1695(H)

### Instructors

**Chief Instructor:**

Dave Hoffman:                281-479-1945 (W)  
   832-689-6201 (Cell)

**Fixed:**

Mike Laible:                   281-474-1255(H)  
   281-226-4192 (W)

James Lemon:                832-385-4779

Clay Bare:                    281-488-2992

Herman Burton:              281-474-7133

Mike McGraw                 281-844-5431

**Heli& Fixed:**

Brian Campopiano: 832-524-9590 (H)

## The R/C Flyer

Articles and Want Ads may be submitted to the Editor, MikeLaible at [mrlaible@sbcglobal.net](mailto:mrlaible@sbcglobal.net)

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### Club Homepage

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