



The R/C Flyer

Volume 31, Issue 3

March 2007

Next Meeting – March 8, 2007, Clear Lake Park Building – 7:00 PM



In The Pits

By Michael Laible, President

This month has been a busy one. The club finally got the canopy frame all buttoned up and I finally received the three videos for entertainment, Top Gun 2006, Crasher 4, Splat 5, and SEFF 2005. You don't want to miss these. I previewed the crasher 4 video and it is a hoot. I figured to have these videos for entertainment starting in April. This reminds me, I'll have to miss the March meeting and Phil will sit in for me.

Several meetings back I mentioned changing the by-laws to allow for 2.4 GHz radios and to also alert the other flyers of radio type. Below find suggested changes in red. Please review and give comments for final publication in the April Newsletter for final vote in May.

BY LAWS

Article 2. Section 1. Only 27 MHz or 72 MHz aircraft only frequencies (channel 11 through 60) or 50 MHz amateur radio band radios currently approved by the AMA and the Federal Communications Commission

(FCC) **or 2.4 GHz** approved by AMA shall be used at the club field.

SAFETY RULES

A transmitter can only be turned on if the pilot has obtained the proper JSCRCC frequency pin from the frequency tree, exchanging the frequency pin **or 2.4 GHz pin** on the tree with his/her Club Field Pass and attached the pin to the transmitter antenna.

I want to thank everyone that came out to fix the canopy frame. I know the weather made it difficult and it was a hit and miss schedule. As it may be, we finished it and it is in great shape. We are now going to purchase two canopies that are the right size and NASA will install them. So, to cut it short, we should have a new canopy within a month.

Until next month,
Safe Landings,
Mike

February Meeting minutes

By: Mike Goza, secretary

The Meeting started at 7:05pm 2/8/2007

Old Business:

Ron checked into new ISP services for the web site. He found a good one and will host the new site there. We have checked our email service as well. We are currently checking the current email list against the current membership. We are also looking at getting a password protected email list that all the members could use, but still be protected from spamming programs.

Canopy progress: Bruce Hilty is checking on who the manufacturer to see if we can get a replacement. If not Ron Madsen has found a possible solution. Mike and Ron will investigate further and purchase something.

We also need to fix the guide wires. We are planning to do this Feb 24 at 9:00am.

Countdown Creations is checking to see if they still have our logo and will give us a pricing on hats, polo shirts and silk-screened T-shirts. James Lemon will pass on the Lands End costs.

Ken White revisited the subject of club record setting. He wrote up a resolution describing a potential process. There was discussion and the amendment was seconded. It will be posted in the next newsletter and voted on by the membership.

Next fun fly is in April.

New Business:

Mike Goza had to relinquish his secretary duties until the August meeting due to his testing for a black belt in karate. The club vice president will take over the duties until Mike returns. Mike is sorry for the inconvenience, but just can't do both at the moment.

Model of the Month

Ron Madsen won with a Patriot. It started off as a control line aircraft which Ron turned into an RC project. He scaled it up to a 60 size from a 40 and made some changes to the plans. It will be powered by a Supertigre 75 or 90.



James Lemon brought a Hanger 9 Tribute 36. It is powered by a Supertigre 34. It has side force generators, but he has not tried it out yet.



Entertainment

Mike Laible brought a B-24 Liberator video to

watch for entertainment this month.

Meeting adjourned 8:40pm.

Club Records

By: Ken White

The following changes were made to the proposed resolution as a result of discussions at the last meeting:

- Added that the plaque will be displayed either at the club field or the club meeting place. This leaves it open since the type plaque has not been decided on yet.

- Added recommendation of "paved runway" in lieu of "field" to all five records.

- Added a note to the Altitude record indicating the FAA AC and a note on safety.

- Added specific distance and timing instruction (extracted from the FAI rules) to the Speed Run.

The revised resolution and applicable events can be found at the end of this newsletter. Please review in preparation for a final vote at the next meeting.

FIRST GIANT WARBIRO

By: Herman Burton

Numerous members of the Johnson Space Center Radio Control Club build very good models. Some put ARF's together, but many others build from kits or even scratch-build their models. The annual Christmas party showed off the many talents of our club members with the Model of the Year competition. For those members who seldom attend a meeting, I would encourage them to attend to see what is going on.

I built my first war bird in 2005, a Top Flite 60-size P-47D-25. I installed an OS .91FX

engine and have had good success in flying the plane. I installed Robart retracts, and built the flaps, in addition to the usual control surfaces of tail feathers and ailerons. The flaps really help in landings, but be sure and get your airspeed down pretty low before deploying flaps, or the plane will balloon upward, and perhaps stall. I learned this the hard way, but was lucky enough to be able to recover the plane and bring it in for a safe landing.

I was also very lucky in the selection of size of aircraft for my first war bird. Our esteemed club president Mike Laible knew I was getting ready to build the giant scale P-47 back in early 2005. He strongly suggested I start with the 60-size, as being both easier to fly, plus faster to get into the air. I can only say I am extremely grateful for that advice, for everything he said came true. The plane selected was the Top Flite Gold Edition P-47D-25 Razorback. I started in early 2005, and completed it early in the fall. It was selected Model of the Month in September of 2005. A photo of this plane is in this column.



From that stepping stone, and numerous successful flights, I decided it was time to take the plunge into giant scale war birds. Part of my reason for wanting to build a giant scale airplane is because I enjoy attending the Monaville, Texas, B-17 Bomber Fly-In, in September of each year where giant scale airplanes are flown. Modelers from all over the country attend this event, and the many beautiful planes brought to this event was my encouragement to give it a whirl. I took my 1/4 scale J-3 Piper Cub about four years ago, and flew it at the event. That was exciting, and a lot of fun. And I am hopeful flying a giant scale war bird will be even more exciting.

The Top Flite Gold Edition Giant Scale P-47 kit is a very good kit. The parts all come clean from the die cut sheets, and the instruction booklet is lavishly illustrated with easy to follow directions. Like any plane, several decisions had to be made early on, such as engine size, retracts, color scheme, model to build (more on this later), finishing technique (heat shrink covering or paint), etc. I found on my 60-size bird that I built slightly on the heavy side, with fiberglass/epoxy finish and paint. Plus, I was going to use a full scale cockpit, full bodied pilot, retractable tail wheel plus mains, wheel well covers, wing pylons with bombs, and perhaps other features not even thought of yet, so I made the decision to use the big 62 cc engine by Zenoah. The instructions for the plane indicate a 41 cc engine will pull the plane with authority and fly it in a scale appearance. I have found that I prefer to have extra engine power available for the extra weight I build in, plus the comfort of knowing I can get out of some difficulties in the air with sufficient power.

Another feature I was curious about, that I decided to do something about, was the amount of time necessary to build this giant

scale airplane. So, from the beginning, I started logging my time. At some time in the future I will devote another column to milestones of construction, and the amount of time required to get to each point in the construction process. I do not profess to be a fast builder, and I am not. I enjoy the building process, and take my time as I go along. I am of the opinion most builders would be able to cut at least 25% off my time to accomplish the same functions.

The fuselage of the airplane is essentially complete at this time, as is the basic construction of the wing. To make some of the construction features less onerous and time consuming, I had made the decision early on to fiberglass each major component as it was complete. That way, when all the components were complete, the glassing would be essentially complete, also, and I would not have several weeks of that chore facing me. And, this would minimize "hangar rash" on completed parts, which always is a source of frustration for me.

The one "trick" I have used to make the sheeting look (almost) seamless on the fuselage is featured this month in the accompanying photograph. Although balsa is quite soft and easily bent around formers and longerons, there is no absolute consistency in the density of balsa. This shows up in some pieces of sheeting bending more easily than others, and some sheeting pieces have even broken on me while I tried to glue them in place. From previous sheeting on other airplanes, here is the easiest sure fire method of getting the sheeting to conform to the shape being covered, whether it is a fuselage or a wing component, or engine nacelle. Cut the balsa sheeting to its approximate final shape, and thoroughly soak it with water or 50% water-50% alcohol. The alcohol evaporates more quickly than water, and therefore the sheeting dries quicker. Put the

balsa in place on the surface to be covered, and tape it in place with masking tape. The attached photo shows 2 pieces of wet balsa around the fuselage of the P-47 under construction, taped in place with several strips of tape.



Let the balsa dry overnight, and then remove the tape. The dry balsa will have retained a memory of its prior bent position, and the next step of gluing it in final position (after any trimming for final fit) will be very easy. And, best of all, no flat spots between longerons and formers!

The construction photo also reveals the size of the plane. Resting on the horizontal stabilizer is a triangular ruler, which is a foot long. It is easily seen the horizontal stabilizer is more than 30 inches wide. In fact, it measures 34", more than many electric park fliers wingspan! That is why it is called a GIANT scale.

That's it for this column. See you in the next column of MY FIRST GIANT WARBIIRD.

For Sale

Skip Porterfield (281-772-5749) has a large supply of new solid core doors which are excellent for use as building boards. They are heavy, 8' x 36" doors which Skip thinks would never warp. So if you need a straight building surface, let Skip know. They are \$7.00 each or \$5.00 for 2 or more.

If several members get together, Skip can make arrangements to bring them to the flying field, (just be sure to have some way to transport them). If interested give Skip a call.

Upcoming Events

4/7/07: Alvin RC Big Bird Swap Meet. Contact CD Fred Daniels at 281-488-8371 for more details.

4/14/07: JSCRCC Fun Fly!

4/21/07: Prop- Nuts Annual Flea Market Fly-In. Contact Tas Crowson, CD, at 281-474-9531 for more info.

5/5-6/07: Northwest Houston RC Big Bird Scale Fly-In. Contact CD Larkin Buechmann at 832-435-1700 for more info.

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The R/C Flyer

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To get the newsletter via e-mail go to <http://www.jscrcc.com/> and click on the "Subscribe to Newsletter". Once you have subscribed you will automatically receive the newsletter each month. If you have any questions concerning the web site, e-mail Ron Madsen at webmaster@jscrcc.com or Mike Laible at mlaible@jscrcc.com.

Club Homepage

<http://www.jscrcc.com>

RESOLUTION

Revised 2/28/2007

Be it resolved with club approval of this resolution the Johnson Space Center Radio Control Club establishes permanent recognition for record achievements, the description of which are to follow in this document.

Each event shall have a permanent and continuous plaque to commemorate the achievement. This plaque shall be the property of the club and displayed at the club field or club meeting place. The plaque shall bear the name, date and record achievement by the individual club member. Should the record be broken by another club member, his name, date and record shall be described below the previous holder.

No restrictions, except AMA guidelines, are placed on the size, weight, engine or general configuration of the aircraft used in the record attempt.

All records attempts must be conducted at the official club field. These attempts must be scheduled, at such time as not to interfere with other field use or otherwise with permission of those members flying at the field at the time.

The attempt to establish a new record must be witnessed by the present record holder and the club president or by two members designated by either of these individuals.

All observation and measurements shall be made by the best instruments available to the club at the time and approved by the record challenger. Any dispute arising from these measurements shall be resolved by the club officers.

The club member shall make known to the president his intent to establish the record and arrange a date for the attempt. The club president will be responsible for seeing that the two witnesses are available for the event.

JOHNSON SPACE CENTER RADIO CONTROL CLUB

RULES AND REGULATIONS FOR ATTEMPTING AND SETTING CLUB RECORDS

HIGHEST ALTITUDE:

1. The aircraft may be powered or unpowered of any size or configuration.
2. The altitude recorded is that directly above the field.
3. The pilot of the aircraft being used in the record attempt must be positioned on the club field and not in an airborne chase plane.
4. The pilot may use any visual aid to maintain visual contact with his aircraft.
5. There is no time limit to achieve maximum altitude.
6. The aircraft must land back on the paved runway. A touchdown on the field that carries across the paved runway is acceptable, but a crash or landing off the paved runway negates the record attempt.
7. Note: FAA Advisory Circular (AC) AC91-57 restricts model aircraft to 400 feet in altitude and at least 3 miles from airports. This is not a law but an advisory. All altitudes above 18000 feet require "positive control" meaning nothing flies above that altitude without Air Traffic Control (ATC) clearance. The key is safety for this record attempt and to avoid any close encounters with full size aircraft.

LONGEST AIRBORNE TIME (ENDURANCE):

1. The aircraft may be powered or unpowered of any size or configuration.
2. The time recorded shall initiate from the moment the aircraft breaks ground. Time shall be stopped once the aircraft landing gear touches the ground.
3. The pilot may use as many pit crewmen as he deems necessary, but any back-up pilot must be a club member.
4. The aircraft must land back on the paved runway. A touchdown on the field that carries across the paved runway is acceptable, but a crash or landing off the paved runway negates the record attempt.

CLIMB AND GLIDE:

1. The aircraft may be powered or unpowered of any size or configuration.
2. The time recorded shall initiate from the moment the aircraft is released (begins forward motion on the runway). Time shall be stopped once the aircraft landing gear touches the ground again.
3. Thirty (30) seconds of engine or motor run are allowed from the time the aircraft is released (or motion begins) at which time the throttle must be retarded with the intent of stopping the engine or motor. At 35 seconds into the flight (5 seconds after retarding the throttle, the throttle is fully reopened. If the engine is still running, the flight is negated. Electric motors must not be restarted and confirmed by the both witnesses. The engine or motor must remain dead through the remainder of the flight or the attempt is negated.
4. The aircraft must land back on the paved runway. A touchdown on the field that carries across the paved runway is acceptable, but a crash or landing off the paved runway negates the record attempt.

FAST SPEED RUN:

1. The aircraft may be powered or unpowered of any size or configuration.
2. The speed measured shall be the average of two level passes across the base distance of 500 feet and must be traversed in both directions with no landings or extended delays between runs.
3. Passes must be at or below 50 feet, and the aircraft in level flight through the course run.
4. The timing of the speed run must be accomplished by stop watches capable of registering at least 1/100 of a second and approved by the club. Timing is measured by two timekeepers. The difference between the times registered by the two timekeepers must not exceed 0.05 seconds.
5. The aircraft must land back on the paved runway. A touchdown on the field that carries across the paved runway is acceptable, but a crash or landing off the paved runway negates the record attempt.

TOTAL NUMBER OF TOUCH-AND-GO LANDING WITHOUT STOPPING:

1. The aircraft may be powered or unpowered of any size or configuration.
2. The total number of touch-and-go landings are those which are performed by the pilot without benefit of refueling or otherwise stopping or leaving the traffic pattern.
3. A landing is countable when any part of the landing gear touches the runway. If no part of the landing gear touches the runway on a landing attempt the flyby is not counted, but does not negate the record attempt.
4. The traffic pattern shall be a rectangular course of left or right hand pattern with the downwind leg set a distance of 50 feet from the center of the runway. Continuous loops and landing are not allowed.
5. The final landing must be made on the paved runway. A touchdown on the field that carries across the paved runway is acceptable, but a crash or landing off the paved runway negates the record attempt.