



The R/C Flyer

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April 2007

Next Meeting – April 12, 2007, Clear Lake Park Building – 7:00 PM

March Meeting Minutes

By: Phil Elting, V. President

Attendance at the meeting was small and no one brought a “model of the month” or “show and tell” project.

We did recognize two visitors/prospective members who attended. They were Mike Matheny and Gary Ford and I believe both signed up with David Hoffman to join the club.

The club members in attendance voted on the proposal to change the bylaws regarding the new 2.4 GHz frequency and pins. The proposal was passed unanimously.

Ken White reviewed the “club record” proposal that has been discussed at the past several meetings and was also in the newsletter. We also voted on this proposal and it passed unanimously. There was some discussion regarding purchase of stop watches, altimeters, etc. but the membership did not come to any conclusions and no motions were made in that regard. The consensus was that those details could be worked out later and therefore will be some business for us to consider at the next meeting.

David Hoffman presented the treasurers report and was accepted as presented.

Meeting adjourned about 8:00 PM.



In The Pits

By Michael Laible

ENTERTAINMENT

Well, the DVD's are in so for this month I will start with the best. Crasher 4 seems to be the best, next month we will see the first half of Top Gun 2006, June we will finish Top Gun and then in July we will view Splat 5 (This one looks like it was filmed in someones basement, Wayne's world !!!! :)), August will be SEFF 2005. Come to the meetings to have some fun and view the videos.

SIDE NOTES

I missed last months meeting because I was out of the country. It seems I had the opportunity to visit the Ukraine on a mission trip. The goal was to teach English and bible

scripture. Of course I had to add airplanes into the mix. The picture below shows the class that I taught beginner English to. Needless to say airplanes do not have a language barrier



This last one explains it all:



The first photo shows the servo hatch, curved in the shape of the airfoil. As mentioned before, this was accomplished by gluing G10 to 1/16" ply shaped over the airfoil.



This photo shows the hatch in its proper place. The tail has four servos and four hatches, one each left, right, elevator and rudder.



CANOPY

I ordered and received the tarps. They seem to be a lighter material than the original, but they'll work for at least a year or two. The price was right, \$100. Anyway, we may have to investigate a different source. I'll save the receipt so we know where not and what not to buy next time.

B-24

The tail structure of the B-24 project is coming along and is near the glassing stage.

The next photo is a view down the horizontal stab. Note the servo hatches and the G10 for the trailing edge. The G10 for the trailing edge produces a very precise and sharp edge.



Last but not least, the tail structure assembled, showing the lightning holes on the rudder.



Next I will final sand all the structures and glass with .5 oz/yd cloth. I use West Epoxy at full strength for the first coat and west diluted 50% with alcohol for the second flow coat. Herman found out the West Epoxy recommends using acetone instead of alcohol because the the quicker flash time for acetone – Hummm, makes sense.

NOTES FROM THEMEMBERS

Bob Pham sent me an email talking about a new prop manufacturer called Xoar. He claims these props are great, strong, and turn any old motor into stump pullers. He also noted that Abell RC

(www.abellrc.com/ABELLRCHOME.htm) has the best price.

Well that's all for this month. I look forward to seeing everyone at the April meeting. Remember, come on out and mingle, discuss, and watch the blooper DVD.

Until next month,
Safe Landings,
Mike

MY FIRST GIANT WARBIRD

By: Herman Burton

Last month I wrote an article about my first giant scale war bird, the Republic P-47D. I described some of the construction features I used, and showed a way to bend balsa around formers to obtain a smooth circular shape.

The airplane construction is now basically complete, and I am working on fiberglassing all the wood surfaces. Several club members have voiced a concern that fiberglassing is beyond their skill level, but they like the finished appearance. So, this month I will describe the technique of fiberglassing that I hope will allay the fears of those who are concerned they can't do it.

First of all, this is only my third airplane to be completely fiberglassed, so there are many tricks of the trade I do not know. Yet, I find it relatively easy to apply fiberglass cloth to balsa surfaces. Every construction effort has a trade off, and additional weight is the primary disadvantage of fiberglass cloth and resin. But, even on this large a plane with a build out weight of 20-24 pounds, a quick calculation shows I will add no more than about 8 ounces of weight to the finished

product. But the beauty of this effort is the virtual elimination of all “hangar rash”, both in transporting the plane and during the scale detail construction effort to be accomplished down the road.

The lightest weight fiberglass cloth you can buy will keep the finished weight to a minimum. I use 0.6 ounce per square yard cloth, and West two part epoxy. The West Epoxy, when cured, sands like a dream, and white dust results from easy sanding. For a new comer to fiberglassing, I would strongly encourage starting with a fairly small surface, say a foot square, to get the technique down, and to build up one’s confidence. After success with that, tackle the larger surfaces.

One word of caution about West Epoxy. The resin comes in quart containers, and three different hardeners are available. In our typical hot summers, the fastest curing hardener will only give you 5-8 minutes of pot life working time, before the material starts setting up. For all but the smallest of jobs, I would not recommend using the fast curing resin. Also, the middle grade has the same problem, but now you get 10-12 minutes of pot life, possibly 15 minutes if the temperature is under 85 degrees. I prefer the 209 hardener, which is the slowest setting hardener West manufactures. But in the heat of summer, a good 20-25 minutes will be available before the material starts setting up. I found out back in early March during a cool snap that was below 65 degrees, the 209 hardener does not set up - period! I brought the parts into the house, and in about 24 hours the epoxy was hard as a rock.

The finished appearance of your plane will be only as good as the surface balsa smoothness. This finishing system not only does not hide any defects in the surface of

your plane, but actually accentuates them. So, sand the surface as smooth as you want the finish to be before you start glassing.

Okay, now that we have covered the fundamentals, let’s get started. Lapped joints can be sanded perfectly smooth, so don’t worry about that aspect. If you are starting on a wing, cut your first piece of fiberglass several inches longer and wider than the surface to be covered. I like to do only half a wing at a time, and I also usually start on the top surface. Smooth the cloth down all over the top of the wing half you have chosen, then mix up your epoxy. I have found the West Epoxy is best used with a 25% reduction by volume of alcohol. The West product is a 3:1 ratio of resin to hardener, so I use one tablespoon of resin, one teaspoon of hardener, and one teaspoon of 91% alcohol (don’t use the cheap 70% alcohol; water is not compatible with the resin!). Try to keep the surface nearly horizontal, since the mixed product will run quite easily. For spreading, an obsolete credit card is the ideal “spatula”.

Pour a little stream of the epoxy right in the middle of the cloth; less is preferable. You can always add more, but too much makes a mess, or you just waste it by swiping it to the edge and letting it run off. Gently use the small edge of the credit card and stroke the liquid away from you, similar to the motion you would use if you were painting with a paint brush. Then, pull back to the starting spot, move over the width of your credit card, and stroke away from you again, gently pushing the resin away. The first strokes are critical, and if you push down too hard, the cloth will move, which you do not want to happen! So if you have a 4” small stream of the resin, continue pushing the resin away until you arrive at the end of the stream of epoxy. Then, go back to the starting spot, and gently pull any leftover material toward you, repeating the process of moving left to

right (or right to left). The key to success is to always move your credit card squeegee gently away from you (or gently toward you), as you move from left to right. If you change direction, the cloth will inevitably bunch up and then you really do have a mess on your hands!

When you have gently spread all of the resin, pour another small quantity down the same line you were working, and perform the same steps again. The objective is to just barely soak the cloth with the epoxy, letting the epoxy soak through the weave to adhere to the bare balsa below. When you have completely covered the surface with epoxy, you do not have to worry as much about disturbing the cloth. But here is the last and very important step to perform. Scrape off all the resin you can physically remove. Use your credit card to gently go over the entire surface of the cloth, squeezing as much epoxy out of the cloth as you can. If you perform this step properly, you should be able to see the weave of the cloth. Every drop of epoxy you can remove at this step is weight removed, so work diligently to minimize the amount of epoxy on your airplane's surface.

The West Epoxy should dry in 24 hours or less, at which time you can sand the edges to remove the excess cloth. Sand with 100 grit sandpaper, then 220 grit, and fill the weave with another coat of epoxy, but this time apply with a foam paint brush, plus reduce the epoxy at least 1/3 with alcohol. After curing, sand smooth and you will have a beautifully smooth, tough, scratch resistant surface for your paint job to be applied over.

Like any new technique, practice will make the process much easier. Good luck, and with the completed fiber glass surface, no more hangar rash!

JSCRCC FUN FLY

By: James lemon

04/14/07

9:00 AM

RENO SHUFFLE

First you roll a die as many times as you wish. Take off and perform a number of loops equal to the last number rolled. Land, now, roll the last number rolled THE SAME NUMBER OF TIMES YOU FIRST ROLLED THE DIE!! Sneaky, huh?? Low time wins....

ETA!

Draw times from a hat. Flyer removes watch and takes off. Estimate time and land... Closest to actual time drawn wins.

CLIMB 'N' GLIDE

Pilot is given 30 seconds after takeoff to climb high as possible. At 30 seconds, the engine is stopped. Throttle is advanced to prove dead engine. Landing must be on runway. High time wins

Prizes (For each event):

1ST \$15.00

2nd \$10.00

3rd \$5.00

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.

4/21/07: 1st Annual Ringmaster Roundup for 323,324,325,326 at Scobee Field, Spring TX. CD is David Gresens, 281-772-9053.

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

5/5-6/07: Float Fly at Bomber Field, Monaville, TX. Contact Nick Stratos, CD, at 281-471-6762 for more information.

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The R/C Flyer

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