



# *The R/C Flyer*

Volume 28, Issue 5

May 2004

Next Meeting – May 13, 2004, Clear Lake Park Building – 7:00 PM

## **April 2004 Meeting Minutes**

By: *Mike Goza*

The Meeting started at 7:10pm 4/8/2004

### **Old Business:**

Bill Schwander at 281-326-4646 is still looking for old planes to donate to special needs kids. They do not have to be in flyable condition. Nor do they need radios.

### **New Business:**

Meeting site should be back at our old stomping grounds for next month. They have remodeled the site so it should be great to see the new changes.

More safety issues were discussed. There was more discussion of the fence and tie downs.

Ron Madsen gave a run down of the new web site features that he is setting up.

James proposed collecting a list of frequencies being used and published in either the newsletter or web site.

Prop Nuts Fun Fly April 17, 18. Fliers were given out at the meeting.

Fun fly will be held May 15th at 9:00am. Brian will be the CD with James Lemon backing him up. Hot dogs will be provided by the club.

### **Model of the Month (MOM):**

Herman brought in a Profile P-38 for show and tell. It is

powered by twin OS Max 25 engines. There was a little kit bashing going on based on Herman's explanation of the aircraft's features.



Herman's Profile P-38

Brett from Odyssey Hobbies brought a discontinued kit that is being rekitted locally. It is called a King Lucky Fly. Foam and balsa construction. The wing and such are pre-sheeted. It's powered by an OS 91 and weighs 8 lbs. and is covered in Ultrakote. Kits are selling for \$120.



Re-Kitted King Lucky Lady



Ken's Ugly Stick

Terry Dunn brought in a small Beechcraft Staggerwing. It was a free flight electric aircraft converted to RC and uses an electric 180 15watt motor. He also brought in an E3D electric plane. It weights about 3 lbs and uses a 500 watt motor. It should do every maneuver in the book including high alpha and hovering maneuvers.

John and Brian Becker brought in a Sig Something Extra with OS 46FX for power. It uses Ultrakote for covering. The plane has an interesting feature. The pilot turns his head with the rudder! It was also the winner of this month's Model of the Month!



Terry's Staggerwing



Beckers' Model of the Month Somethin Extra

Entertainment:

No entertainment was provided this month.

Meeting adjourned 8:45pm

Ken White brought in an Ugly Stick he bought at the auction. It was bare when he bought it. He cleaned up the fuel soaked areas and tacky areas and then recovered in Monokote. Its using a Saito 70 4 stroke for power.

## **Emergency Safety Alert: Lithium Battery Fires**

*Editor: The following alert was issued by the AMA recently and thought it deserved to be included in the newsletter for those that may have missed it.*

Lithium batteries are becoming very popular for powering the control and power systems in our models. This is true because of their very high energy density (amp-hrs/wt. ratio) compared to Nickel Cadmium (NiCds) or other batteries. With high energy comes increased risk in their use.

The principal risk is *fire* which can result from improper charging, crash damage, or shorting the batteries. All vendors of these batteries warn their customers of this danger and recommend extreme caution in their use.

In spite of this *many* fires have occurred as a result of the use of Lithium Polymer (Li-Poly) batteries, resulting in loss of models, automobiles, and other property. Homes and garages and workshops have also burned.

A lithium battery fire is *very* hot (several thousand degrees) and is an excellent initiator for ancillary (resulting) fires. Fire occurs due to contact between lithium and oxygen in the air. *It does not need any other source of ignition or fuel to start*, and burns almost explosively.

These batteries must be used in a manner that precludes ancillary fire. The following is recommended:

1. **Store and charge in a fireproof container**, never in your model.
2. Charge in a protected area devoid of combustibles. Always stand watch over the charging process. **Never leave the charging process unattended.**
3. In the event of damage from crashes, etc., carefully remove to a safe place for at least a half hour to observe. Physically damaged cells could erupt into flame. After sufficient time to ensure safety, damaged cells should be discarded in accordance with the instructions which came with the batteries. **Never attempt to charge a cell with physical damage** regardless of how slight.
4. Always use chargers designed for the **specific** purpose, preferably having a fixed setting for your particular pack. Many fires occur in using selectable/adjustable chargers improperly set. Never attempt to charge lithium cells with a charger that is not specifically designed for charging lithium cells. **Never use chargers designed for NiCd batteries.**

5. Use charging systems that monitor and control the charge state of each cell in the pack. Unbalanced cells can lead to disaster if it permits overcharge of a single cell in the pack. If the batteries show **any sign of swelling**, discontinue charging and **remove them to a safe place—outside**—as they could erupt into flames.
6. Most important: **NEVER PLUG IN A BATTERY AND LEAVE IT TO CHARGE UNATTENDED OVERNIGHT.** Serious fires have resulted from this practice.
7. Do not attempt to make your own battery packs from individual cells.

These batteries *cannot* be handled and charged casually such as has been the practice for years with other types of batteries. The consequence of this practice can be very serious and result in major property damage and/ or personal harm.

—AMA Safety Committee

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## **Pinning hinges for increased security when flying**

*Editor: The following article is provided courtesy of the AMA national newsletter*

If you've ever had a control surface come loose in flight and lost an aircraft as a result, you've probably given serious consideration to "pinning hinges" for added security.

Sometimes you get away with a detached control surface, but when you've got no elevator or an aileron is partially pulled out at an angle, you can lose an aircraft quickly.

The most common hinge types used today are the nylon hinge and the flexible CyA hinge that Sig markets as the "Easy Hinge." You'll also find metal hinges used in some of the Almost-Ready-to-Fly (ARF) airplanes. Nylon and metal hinges are normally glued into position using epoxy glue. To avoid epoxy from getting on the hinge joint, modelers sometimes coat it with Vaseline or oil.

The installation of nylon or metal hinges is a more time consuming and tedious process than the installation of the Easy Hinge. The Easy Hinge is slipped into slots in the control surface and in the wing or tail structure after which CyA is dripped on to the exposed portion of the hinge and wicked into both ends of the hinge by capillary action.

In order to provide assurance that control surfaces won't detach in flight, many modelers pin their hinges. There are two basic methods.

The first is the use of the classic, round tooth pick. Using a 3/32 -size drill, drill through the hinge on both the control surface side and wing or tail structure side. Install the tooth picks using epoxy or white (aliphatic) glue. When the glue sets, clip the toothpicks as close to the surface as possible and then sand the ends flush.

Since sanding is impractical when covering is already on the aircraft, you can carefully grind the toothpick ends flush using a Dremel tool. Cover or paint as appropriate. *Note: Some articles recommend the use of CyA glue. I don't since CyA can set so quickly the toothpick may not be properly installed.*

Another method for pinning hinges involves using two types of steel pins in combination. This method won't work well with metal hinges due to the difficulty of drilling through the metal with the larger pin used as a drill bit, but I have used it with nylon hinges and it is especially suited for the Easy Hinge. I've found using the steel pin method with Easy Hinges is the quickest and most secure method.

Here's how the steel pin method works. First, you need two types of pins—a box of "Tailor" pins and some modeler's T-Pins. You can get the Tailor pins from any store that carries sewing items. Modeler T-Pins can be found at your local hobby shop.

You may encounter some difficulty drilling through nylon hinges. Conversely, your T-Pin drill bit will go through the Easy Hinges like butter. Note: You might use a 1/16-inch drill bit versus the T-Pin bit. The diameter is slightly bigger than the T-Pin shaft but it should work and may make the job easier when dealing with a regular nylon hinge, and especially a metal hinge.

Now that you've drilled your pin holes, it's time to install the Tailor pins. Since the shaft of a Tailor pin is thinner than the T-Pin, the Tailor pins fit easily into the drilled holes. Install them in the holes from the top down so the pin top will appear on the upper wing, tail, and control surface.

Leave about 3/8-inch of the pins exposed. Mix up a batch of 30-minute epoxy. Dab some epoxy on the exposed portion of each pin and slide all the pin tops flush. Let the epoxy set. Then, clip off protruding pins on the underside of the wing, tail structure, and control surfaces (or one side of the vertical stabilizer).

This method is fast! When you get done, the tops of the Tailor pins will show but they are quite small and far neater in appearance than the toothpick method, particularly when used to pin the hinges of an ARF.

From *The Beacon*

Miramar Radio Control Flyers  
Dick Doucet, editor  
San Diego CA

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## **Note to the Newsletter**

*By: Don White*

I am amazed at the lack of interest in the suggestion about names and email addresses made at the last club meeting. I for a small minority can not remember all our members' names. I wish I could! Since I don't have the names, I can't call the safety committee if I have a suggestion, or how bout the guy that wants models for "special children". I would like to call the CD for next contest, let's see what is his name? We have no phone list, we don't wear name tags and we don't have email addresses. We are a bunch of folks with no names. Over the years we have spend many \$\$\$ giving each club member a name tag. Let's wear them! Does anyone else have this problem? We had 5 fine airplanes displayed at the last club meeting but if I wanted to contact, Brett, Ken, Terry, Herman, or Jon about the models, I could not because, well you know! I don't know their last names. I don't have emails. Well I do know Ken's last name. It's WHITE! Like me.

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## **A Weekend of Flying**

*By: Tomcat*

Flying several weekends ago was spectacular, a little on the breezy side but not really too bad. I flew the PT40 3 flights, the Tracer 3 flights, and my new Combat plane 3 flights. James (Lemon) launched and flew my combat plane... it was REALLY squirrely on take off, it was rolling from side to side, and side to side and side to side ... finally James got it squared away. Engine ran really fine with no problems and he brought it in for a landing. Ok it's my turn... James tells me its pretty twitchy and REAL sensitive on ailerons. James launches the plane, and up and away it goes... hmmm... first left turn I did about rolled it 360 but I caught it. I tried turning again this time I rolled it too far and before I knew it I stopped it upside down. I wasn't totally fixed on my airplane visually meaning what color was up and what was down. James said, hey you are flying upside down. I rolled it and got it upright. How I got it back I don't know. By this time I got it flying in a straight line and James said slow to half speed to get control of the plane and get used to how it flies. Well, there really isn't much half speed on this plane. I THINK IT WILL FLY CIRCLES AROUND MY TRACER! I brought the plane in for a landing; well can you say a FLAT Cartwheel spin? I didn't quite get the plane level when it hit the brush and it went spinning about 4

times 360 degrees. No damage was done to the plane though. James suggested we tone down the ailerons a bit so we made some adjustments mechanically. I get the plane launched by Mohamed and I fly the plane under its new aileron setup and James launches his plane at the same time. Well, 3rd flight and plane is still out of trim but I managed to get it worked out and had to give it full right aileron trim. I landed, better landing than first, slow and nice and level. We made some additional adjustments on ailerons so I could trim it if needed.

Well by this time, James thinks I'm ready to do some combat so he puts a ribbon on his plane and we launch. This time I launched my own plane with a few tips from James. We are in the air! James was flying straight most Of the time and I still don't think I even got close to that ribbon. Both planes seem to be equally matched. I may make an adjustment to my color scheme so I can tell which side is up and which side is down because in the heat of the battle I might not know what attitude that plane is in. Over all, the plane really flies easy and isn't difficult at all.

Two planes in the air at the same time was fun, can't wait till there are 3. John Parson.. where are you?

Other flying news..... Muhamed was flying his plane also with James standing by. Muhamed is doing really well and had some good flights even under the windy conditions. He learned two important lessons. 1. After a successful landing don't try and taxi back when the wind is blowing 15-30 cause you might FLIP your PLANE. (Even after I told him to keep the nose pointed into the wind he still taxied back and FLIPPED HIS PLANE and skinned it up). 2. He learned to listen and take heed to other experienced pilots. Also, looks like he could be signed off as a pilot pretty soon.

Randy, and Frank also stopped by for a visit. Randy is building a gasser plane similar to his last one.

Good Night from the press box.  
TA57.

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### **For Sale**

- Fuji 50SB, 46cc gas engine, new version with Walbro carb. Brand new in box never touched by gas. Tower price \$399.99, yours for \$325.
- Top Flite giant (1/5) scale P-51 kit. New in box never started. Tower price\$249.99, yours for \$200.
- Or both for \$500.

Contact Charlie at 281-488-4412.

### **Upcoming Events**

*By: Editor*

May 15, 2004: NWRC Fly-In and Swap Meet sponsored by Northwest Houston RC. Contact Stuart Rush at 281-651-7351 for more information.

May 22, 2004: Bayport Aero Club Annual Warbird Fly-in, Deer Park, TX. Contact Paul Curry at 281-487-3749 for more information.

May 23, 2004: Space City RC Club SCRC Cross Country Meet. Contact Mike Crotts at 713-870-3055.

May 29-30, 2004: Proptwisters sponsored Texas State Championships for 309, 322,323,324, 325, 326, 328,329, 330, 331(JSO) at Scobee Field. Contact Richard Stubblefield at 281-358-3522.

June 4, 2004: DFW Jet Rodeo sponsored by North Dallas RC Club. Contact Greg Pulcini at 972-690-5863.

June 5-6, 2004: Bomber Field War Bird Fly-In, Monaville, TX. Contact Nick Stratos at 281-471-6762.

June 5, 2004: Jetero RC Club Pattern Classic for 401-406(JSO). Contact Ronald Barr at 281-360-6632.

June 12, 2004: Super Float Fly at Lake Palestine TX. Contact Herbie Hobbs CD, at 903-839-2460

July 24, 2004: 3d Annual UFO's Over Bayport Night Fly at Bayport Aero Club Field. Contact CD Paul Curry at 281-487-3749 for more information

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**SUPPORT YOUR**  
**LOCAL HOBBY**  
**SHOPS**

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# *Don't forget the Club Fun-Fly on May 15<sup>th</sup> at 9:00 AM*

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## **Club Officers**

President	John Boyle	281-630-4526
Vice-President	James Hornsby	281-286-2485
Treasurer	Dave Hoffman	281-476-5206
Secretary	Mike Goza	281-554-4016(H) 281-483-4695(W)

## **Instructors**

<b>Fixed:</b>	<b>(H)</b>	<b>(W)</b>
Mike Laible	281-474-1255	281-266-4192
James Lemon	832-385-4779 (cell#)	
David Hoffman	281-476-5206	281-479-1945
Clay Bare	281-488-2992	

### **Heli & Fixed:**

Mike Goza	281-554-4016	281-483-4695
Steve Rhodes	409-948-2881	

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Charlie Teixeira

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