



The R/C Flyer

Volume 36, Issue 8

August 2011

Next Meeting – August 11, 2011, Clear Lake Park Building– 7:00 PM



In The Pits

by Michael Laible

August in Texas is the Dog days of summer. What else can be said? It would be an understatement to say it is hot out there. Take care, have plenty of water and sun screen. Also remember the special rules because of the Harris County Burn Ban.

Last month I missed the meeting do to a family vacation. The time off was good but it was strange because I left the day after the STS-135 launch and came back several days before the landing. I attended the bitter sweet wheels stop landing party. I began work at JSC in December of 1985, one month before the Challenger accident. It has been a wonderful career in shuttle flight design and I would never trade it. It's sad to see it end. The program meant so much too so many people.

Speaking of that, you all need to check out the latest article by Terry Dunn in Fly RC. It's a wonderful story of the Shuttle and a lonely Cox Baby Bee. Yes a common thread. I loved the article and even though my Cox didn't fly in space it shares some special memories just as Terry's. It seems I still have

the golden bee that I flew with my Dad. Actually the Cox has flown with three generations of Laible's and even brought back memories for some JSCRCC club members. Anyway, check out Terry's article.

Our club is on the roll. As of this writing we have 97 paid members or families. The guest list has 280 names on it, counting the 97 members. Just this last month we have three new students. This is great news. But as the wise book says, "To whom much is given, of him shall much be required." This means we need to make sure we self police, keep safety in mind, help new members out, and most of all have fun!!! Below find a day at the field.



Thanks,

Godspeed and safe landings

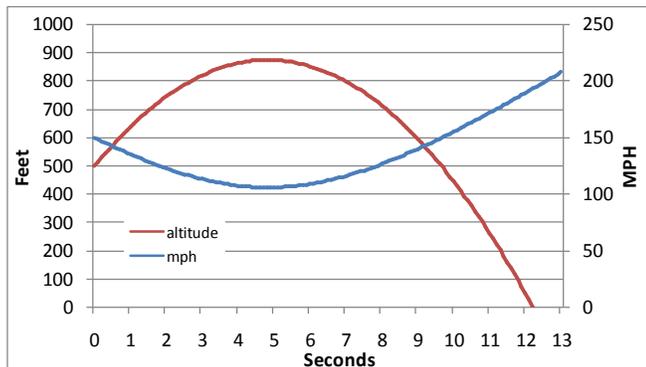
Mike L.

A MICROGRAVITY RC AIRPLANE

by Michael Laible

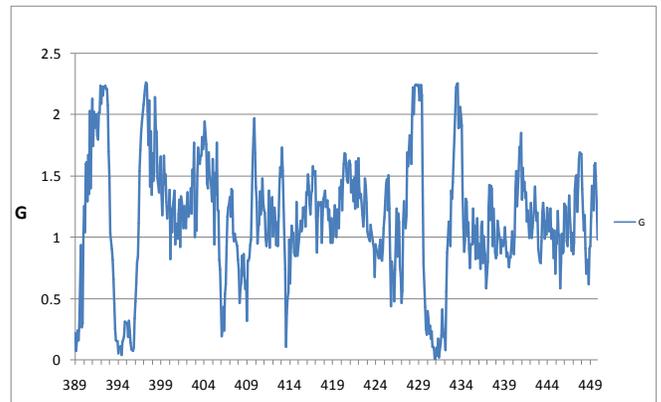
For the last few months Dave Bacque and I have been helping a group at NASA to build a turbine RC model. This model will be used to test the idea of creating a micro-g RC airplane.

As being Microgravity Lead for the ISS Space Station, I was very excited to help on this project. The idea is to fly the flight plan as shown below to simulate 0 gravity. The particle in the plane is accelerating up, and the plane flies over the hump as the particle is free falling. The plane starts at 500 foot altitude at 150 mph, max altitude of 900 feet and speed of 100 mph. At 300 feet and 170 mph and 11 seconds of micro-g, it's time to pull out.



Trivia: If a cup has a hole in the bottom, you fill it, it flows out. Now you toss the cup in the air. Does the water still flow out?

Anyway, back to the project. Dave Bacque flew an accelerometer in his Epsilon and tried to fly the 0-g humps as shown above. Shown below is the acceleration during a portion of his flight. Note Dave to achieve zero gravity several times.



For his effort the Epsilon now display's the zero-g sticker.



Of course the final flight will have an auto pilot that fly's the hump with accelerometer input to achieve zero-g.

That is all for now.

NO MORE STICKS

by Herman Burton

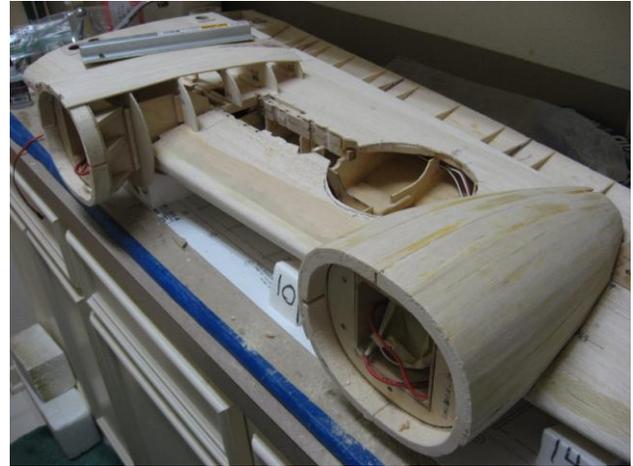
The Don Smith giant B-24 project being jointly constructed by Mike Laible and the author has reached a milestone--all the "sticks" are in place, and only final assembly, fiber glassing, painting and detail work remain. "No More Sticks" refers to the fact that all the cut stick pieces the builders

bought several years ago from a kit cutter to build this WWII bomber, have now been successfully parlayed into the “plans build”. There is still construction to be accomplished, but the “sticks” are all in place.

The author has just started “planking” the four engine nacelles, and the planking is progressing nicely. The only experience the author previously had was on his P-47 fuselages, first on a 60-size airplane, and later on his giant scale 86” wingspan P-47. Those aircraft had relatively large diameter fuselages, and the techniques developed were not transferable to small diameter engine nacelles.

The nacelles on this 146” wingspan giant are elliptical, rather than round. And, they are a 5” sideways circle to go with the elliptical shape, making the planking rather interesting.

The method employed to date has been to cut a triangular shaped piece of 1/8” balsa the full length of the nacelle, approximately 5/8” wide at the front and about 3/16” wide at the terminal (aft) end of the nacelle. Then, aliphatic white glue (Elmer’s carpenter glue) is applied the full length of the plank for edge gluing the two pieces together. Medium CA is applied to the formers of light ply, the plank is put into place, and the new plank is pushed down until the CA dries, which is less than 10 seconds. The photo below shows the first completed #4 engine nacelle, on the bottom of the wing. The photo also clearly shows the cut out for the 6” diameter wheel, plus the partially completed nacelle for engine #3.



The nacelle in the foreground for engine #4 (for convenience, the author uses the same engine numbering technique as is used in the air force) shows the electrical leads and servo wires protruding slightly from the front of the mounting plate for the engine firewall. For new readers and new members of the club, the blue tape that shows below the front of the wing is covering the cut edge of 5/8” sheetrock the author is using as a building board on his workbench in his hobby room, inside the house in the air conditioning. (Yeah!)

The B-24 Liberator is progressing nicely, and fiber glassing the wing is the next major step in the schedule, after the nacelles are built. Each nacelle takes about 4 hours to build, fill and sand in preparation for fiber glassing. About 40 separate planks have to be cut, sanded and fit for each nacelle.

2011 is the expected date for the first flight of this bird. Stay tuned for additional developments.

JULY MODEL OF THE MONTH

by Michael Laible

The July MOM was won by Taz Crowson.



Taz Crowson brought Black Horse T28 ARF; Saito 100 twin; o/b glow igniter; modified markings to make T28 resemble an actual aircraft from internet - more scale than original kit; added tail hook; aircraft has about 20 flights

JULY MEETING

by Phil Elting

Visitor: Jonathan Miller - NASA employee - interested in helis

Safety: 1. Dave reminded of burn ban and 2. Mentioned suggestion from someone to make emergency phone number more visible at field - he plans to put it on top of radio impound

Treasurer report: Current balance \$4666; received check from NHRC for their contribution to porta toilet

MOM: Taz Crowson brought Black Horse T28 ARF; Saito 100 twin; o/b glow igniter;

modified markings to make T28 resemble an actual aircraft from internet - more scale than original kit; added tail hook; aircraft has about 20 flights

Upcoming Events

July 14 Club Meeting
Sept 15-17 Bomber Field Fly in
Sept 30-Oct 2 District VIII AMA 75th

Club Officers

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The R/C Flyer

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