



# SPACE CITY CRASH

Space City Website: <http://spacecityrc.com>

December 2012

## From the Editor

We have it lucky down in the south as there is no end to the flying season. We may have fewer days that are flyable but at least we do not have to hibernate till spring. It does give some time to do the maintenance needed on aircraft for next season. Of course NICAD batteries must be maintained and cycled. Those running gasoline engines should be using the Ethanol Shield additive in their gas. This will limit the effects of ethanol has on the carburetor parts and fuel lines. There is an ethanol- free gas mix that can be purchased wherever lawn equipment is sold. It comes in quart cans premixed with 50:1 or 40:1 2 stroke oil. Ethanol absorbs moisture. All gas mixes should not be stored more than 3 months. Be sure to check or replace the clunk hoses in your gas tank often. I always check before I put the wing on the fuselage by pointing the nose up and shaking. Be sure to point the nose down too, to see if the clunk rolls to the front of the tank. We know that is not good as the clunk line has split or come loose. A little bit of homework will go a long way at the field. We try our best to make our RC aircraft last a long time, but a little bit of good luck will help out too!

Be sure to join us for a Holiday Cheer on December 9<sup>th</sup> from

## SPACE CITY RC CLUB

<b>President</b>	Dale Dickey 281-463-8462
<b>Vice President</b>	John Foster 281-259-5460, 281-731-8306
<b>Secretary</b>	Paul Curry 281-450-5517
<b>Treasurer</b>	John Blackmon 281-351-9772, 281-794-9556
<b>Events Director</b>	Dale Dickey 281-463-8462
<b>Newsletter Editor</b>	Paul Curry 281-450-5517
<b>Webmaster</b>	Dee Halbrook 281-259-7301 <a href="mailto:dvhalbrook@comcast.net">dvhalbrook@comcast.net</a>
<b>Field Maintenance</b>	Leonard Fangué 281-579-9462

Field Telephone: 281-371-3457

5-8 p.m. at my house on 18610 Covey Wood Ct. New SCRC members and family are especially welcome! If you got this newsletter, you should have already got an invitation. Have a great holiday season and we hope for a great 2013! Paul

## Club Meeting Notes

November 11, 2012  
2:00 p.m.

13 members present  
75 degrees  
Winds 18-20 mph

Treasurers report: Balance of 11577.56 CD 4015.00

October Warbird meet netted profit of \$625 and deposited.

Current members not renewing by December 1<sup>st</sup> will have to pay an extra \$50 initiation fee upon renewal.

Old business: SCRC October 13<sup>th</sup> Warbird fly-in was a success despite 15-18mph winds. Plans are being made to extend the 2013 Warbird fly-in to 2 days on Friday, October 11<sup>th</sup> and Saturday, October 12<sup>th</sup>. This is in hopes of attracting more out of town pilots and guests.

The SCRC website construction is continuing. Any member wanting to contribute info or pictures for the website, contact John Blackmon, Paul Curry, or Dee Halbrook. (the new SCRC webmaster).

Any member wanting SCRC shirts, windbreakers, or hats, should go to Brammers Athletic Warehouse on 5015 E.5<sup>th</sup> Street in Katy. Or go to [www.brammers.net](http://www.brammers.net) Contact member Finnis Hopson for more info as he has dealt with them many times.

New business: SCRC members are invited to Paul and Pamela Curry's home for a Holiday cheer on Sunday, Dec 9<sup>th</sup> at 5-8 p.m. All members should have received an invitation by now.

Member John Underwood underwent a major back surgery on late October and is recovering well. He had four major fusions on his lower spine. Let's wish him a speedy recovery and get back in the air ASAP.

Model of month: Darrell Kirk flew his new "Night Flyer" Tower Hobbies trainer at the Jetero Night fly just before

**December Club Meeting –  
Sunday, Dec. 9 at 2 p.m. at the field**



today's meeting. Luckily the night fly just so happened to be a swap meet and he had to buy a used EVO .46 engine because the OS .46 bit the dust. It paid off as he put in at least 5 uneventful flights during the night. Darrell flies better at night than he does in the day. Go figure?

Crash of the month: Len Haroldson lost his kit built DLE 30 powered Protège' during the same night fly. He made the mistake of looking away for a second and that was all it took. Too bad, Len.

Elections will be at the December club meeting. Be there!

## For Safety's Sake

There has been some electric planes ran in the pits. These engines spin faster with thin props and pose no less danger

that of glow engines. The fact that they can start anytime the battery is plugged in or if you do not have it bound on throttle off position when you turn radio off, makes it more dangerous. The battery should not be plugged in these planes in the pits. Take it to the flight line before plugging in the battery as a false start could injure yourself or someone in the pits. Remember, every member at SCRC is a safety officer! Paul

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Please send any pictures of your latest projects, finished or unfinished, to me at [pgpjcurry@sbcglobal.net](mailto:pgpjcurry@sbcglobal.net). Tell us about your experience and planning for it. Any pictures taken at the field at any time are welcome in the newsletter. See you at the field! Paul

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## SCRC Member Projects

By Dale Dickey

Attached is a series of pictures of my new ESM Hawker Sea Fury that I started a couple of weeks ago. If you are into Warbirds like me, you will find this one and many others available from VQ Warbirds which is right in Bryan, Texas or from Troy Built Models in Florida. The wing span on this one is 80 inches and it will be powered with a DLE 55 gasoline engine. I expect the final weight to come in at around 21 or 22 pounds. It will have Sierra retracts which are first class strong and dependable air operated units. This is the third ESM kit that I have built and they are all set up very similar. It has a gel coated fiberglass fuselage with balsa and lite ply built up wings and tail surfaces.

The first thing I always do on these ESM kits is to get the motor mount done and squared away. This is not the sequence shown in the book but it allows me to stand the fuselage on its tail while I am getting the motor mounts all lined up without having to worry about a rudder flopping around on the other end. One of the odd things about these Chinese made kits is that they always put a hand drawn set of reference lines on the firewall which are nowhere near accurate. So beware that you need to find the dead center of the firewall and make your own measurements before drilling any motor mount holes. Once I have the motor mounts done I pretty much follow the sequence shown in the instruction manual. By the way, ESM instruction manuals are written by Chinese trying to think in English and they are not edited or cleaned up in any way by an English speaking editor. They leave a lot your interpretation so you need to have a pretty good idea of how to build before tackling one of these kits.

The wings are fully sheeted on top for scale appearance and have open bays between the ribs on the bottom. The wings are covered with a Solartex type of cloth and then painted and clear coated to match the fuselage. All the decals are put on at the factory before the clear coat goes on. The wing is a three piece unit. It has a flat center section and outer panels which join to the center with two heavy plywood joiner spars on each side. The wing is very similar to an AT-6 wing with the flat center section and about 2 or 3 degrees of positive dihedral in the outer panels. The outer panels join at the line where the wings folded on the full scale aircraft. I am just about done with my wings, the aileron and flap servos and linkages are all in and hooked up as you can see in the pics. The flaps are split, four section units that have a music wire joiner connecting the inner and outer sections. Surprisingly they work very smoothly. Right now I am working on the landing gear mounts which will pretty much complete the major assembly steps on the wing.

As you can see in the pics, the horizontal stabilizers have an aluminum joiner spar. They have oversized CA type hinges as do the ailerons. The flaps are hinged with flat pin type hinges which have to be epoxied in and the rudder has Robart hinges.

I splurged and ordered a Biela four bladed scale propeller and a 4 1/2 inch Tru-Turn spinner cut for four blades. I hope the DLE-55 will have enough power to turn that big prop for flying but if not it will sure look good sitting on the ground.

That's all for now, I will try to do this again as I get further along with the fuselage construction and detailing.





## A Look Back at 2012





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