

The Newsletter of the *Manned Space Center Radio Control Club*

The President's Corner

Greeting's RC fans! Well, the club newsletter has once again, for better or for worse, changed hands. I would like to thank Joe Kastetter for his hard work over the past three years. The hardest part of producing a newsletter such as this is finding interesting material to write about. I'm going to be assisted in this project by David Fennin, Matt Hanson, and Jerry Hejak. If any of you have something you would like to contribute, please let me know. We plan to have several regular columns dealing with building techniques, flying techniques, and RC related events around our area. With so many talented builders and flyers in our club, we should have plenty of material to keep this newsletter going. If any of you have discovered any great building or flying secrets, why not enlighten the rest of us?

At last months club meeting, we inacted a trial period for allowing the pylon racers to have exclusive use of the filed on Sunday afternoons from 3:00 to 5:00. We also agreed that the pylon guys would let others fly at that time if the pylon guys were not flying during that time or taking a break. How is it working out so far?

As you may have quessed, last month's fun-fly was cancelled due to bad weather. While a few of us were standing around waiting to see if the weather would clear up, somebody had a pretty interesting idea. What if the club purchased a trainer aircraft kit, radio, and

**Next Meeting
This Thursday
March 14th
7:30 PM
Clear Lake Park Building**

engine and built the thing for instructors to use with new students who don't have airplanes? The airplane could be built, maintained, and operated by the club instructors, and anybody else that wanted to help out. Several club members have volunteered to help out. Could be fun. What do you think? Well, that's all for now. I've got to get back to the garage and get my Spitfire finished in time for the AMA Nat's.

Charles Copeland

Congratulations!

Eric Simmons - new RC pilot
Paul Ellis - RC instructor
Don Fischer - RC instructor

Keep up the good work guys!



Minutes for the February 14, 1991 MSCRCC Meeting

The MSCRCC meeting was called to order by president Charles Copeland at 7:40 pm. The minutes of the January meeting were accepted as published in the February newsletter.

Old Business:

One gallon of fuel was awarded to John Campo for winning the climb and glide competition at the January Fun-Fly.

Charles Copeland made a motion to allocate Sundays from 3:00 to 5:00 pm for pyion racers to practice. The motion was passed on a two month trial basis.

New Business:

The 1991 District 8 Fly-In/Rally will be held May 31 to June 2 at Scobee Field. Volunteers are needed to assist in the management of the Fly-In. Contact Craig York to volunteer as a helper. A \$5.00 landing fee will be charged to each pilot who wishes to fly. Flying will start at 9:00 am and will end at 6:00 pm.

Area clubs will sponsor mall exhibits May 11 to publicise the Rally.

Prop Nuts will be at San Jacinto Mall.
Bay Port RC will take Pasadena Town Square
Space City RC Club will visit Westwood Mall
Jetero RC Club will be at Deer Park Mall

John Simmons volunteered to bring refreshments for the March club meeting.

Entertainment:

Dean Umbarger provided us with an informative talk on choosing the right model airplane for your needs.

Treasurer's Report:

In: \$434.00
Out: \$384.00
Previous Balance: \$3342.00
New Balance: \$3392.00

Model of the Month:

Ray Randolph won model of the month with his highly modified Balsa U.S.A. Stick 40.

Secretary

David A. Fennin

Aerobatics with Dave

by David Fennen

This is the first in a series of articles on how to perform aerobatic maneuvers. I will begin with very simple maneuvers so that you can build up to more difficult maneuvers one step at a time.

The Loop

The loop is a very easy maneuver to execute that just about any R/C plane is capable of performing. Once the loop is mastered, the door is open to more complex maneuvers. There are two main points to consider when performing a loop; airspeed and altitude. Begin the maneuver by building up speed to ensure that the plane does not get "sloppy" at the top of the loop. Also, start the loop at an altitude that will provide for a successful pull-out - at least two mistakes high. Following is a step-by-step guide to performing the loop.

Step 1

Apply full power to gain airspeed. Most airplanes require a slight dive to reach the airspeed needed to perform a loop. If your airplane has an abundance of power, you can perform the loop from level flight. This is the step at which you should call your maneuver if you are flying in a contest.

Airspeed is momentum and momentum makes the loop!

Step 2

Gently apply back pressure to the elevator until the airplane pulls up smoothly.

Step 3

This is the point in a loop where things can get a little crazy. The airplane has bled off airspeed to the point where the airplane might fall out of the top of the loop. If this happens, try again with more airspeed.

Step 4

The elevator might need a little more back pressure to help the airplane complete the loop. Try not to get nervous and pull it through too quickly.

Step 5

You must **chop the throttle!!!** You are risking a structural failure if you don't reduce power. At this

point in the loop, the plane has built up an excessive amount of airspeed and the elevator is highly effective. Therefore, less backpressure is needed to complete the loop.

Key Points to Remember

1. The loop is combination of power, airspeed(momentum), and elevator.
2. Don't get discouraged.
3. Practice makes perfect.
4. Start at least two mistakes high.
5. Try to finish the loop at the same altitude that you started.

Next time we will continue the looping maneuvers by learning the Immeiman turn, so practice up!

Scale Views

by Charles Copeiland

Last month I described a method for applying a smooth finish to your model using light fiberglass cloth. Now, if your building a scale model, you may want to add a few details to the surface of the model before painting. A few details, such as panel lines and rivets, are very simple to do and add real character to your model. Let's start with rivets. If you are going for a degree of fidelity suitable for scale competition, you need to know how the real airplane was built. Did it have flush rivets or round head rivets? If you would be happy with sport scale looks, the round head rivets are the easiest to apply, so I'll start with them. You will need a soft lead pencil, a hypodermic syringe, and some white glue. I have tried several different types of white glue and found that PICA Gluit works best. Use whatever documentation you have available for your model, such as a three view drawing, or photographs, to determine where the rivets go. Then, lightly mark where each rivet should be. Fill your syringe with white glue. Make a dot of glue over each of your pencil marks. In places where you plan to put insignia, don't put the rivet on yet. If you plan to paint the insignia, it would be difficult to mask around the rivets, so paint the insignia first, then apply the rivets. The white glue will become totally clear when dried and the color underneath will show through. So, you may ask, Why not paint the whole model first and then apply the rivets? Well many people prefer to put the rivets on last. The advantage in applying the rivets before that paint is that you can rub some of the rivets with fine sandpaper and achieve a weathered effect.



Flush rivets are applied using a sharpened brass or steel tube. The steel tube will stay sharp much longer than the brass tube. A flush rivet is made by twisting the sharp tube into the skin of the model and leaving a round cut. You can also chuck the tube into a moto-tool and go about things a little faster. Again, you can apply flush rivets either before or after painting. You have to be very careful with this technique because you can dig too deeply into the skin of the model and actually pull out a chunk of the skin. Also, when you cut into the skin with the tube, you are actually cutting the nice fiberglass finish that you just worked really hard to achieve. For these reasons, I prefer to apply flush rivets before painting so that the paint can seal the surface.

Some model builders insist that a model of a flush riveted aircraft must have flush rivets. This may be true if you intend to compete at the world championship level. However, at the 1990 Scale Masters, I saw several models of the Mitsubishi

A6M5 Zero (a flush riveted aircraft) that had round head glue dot rivets. Some of these models received very high static scores. There are techniques other than those described above for applying rivets. However, the methods described here are the most favored among scale builders. I would stay away from rub-on or paint-on rivets as these really tend to have a toy store look to them. The most important thing to remember is that, above all, you should build your model for you, because you are the one who has to live with it.

Next time I will describe a few ways to apply realistic looking panel lines to your model. Until then, happy riveting!

Calendar of Events

March 23-24 - Bomber Field, Monaville, TX.

Reno Air Race. Military, converted military, and civilian for 80" and over. Military and converted military for under 80" wingspan.

April 13-14 - Texas City,

Spring Big Bird Fly In. Contact F. Daniels, 713-488-8371.

April 20-21 - Prop Nuts RC Club, Highlands, TX.

Flea Market and Fly In. For more information, call Charlie Stevens, 713-473-4995.

April 27-28 - Lufkin Area RC Club, Lufkin, TX.

Spring Big Bird Fly-In. Call S. Beck, 409-634-5225.

May 11-12 - Ft. Worth, TX.

Scale Masters Qualifier. Contact E. Harwood, 817-451-2634.

May 18-19 - Alvin RC Club Big Bird Fly-In. P. Vance, 713-331-0747.

May 25-26 - Northwest Houston RC Club, Katy, TX.

Annual Memorial Day Big Bird Fly-In. A one round sport aerobatic competition will take place Sunday afternoon.

May 25-26 - Space City RC Club, Scobee Field, Formula I and Quickee 500 races.

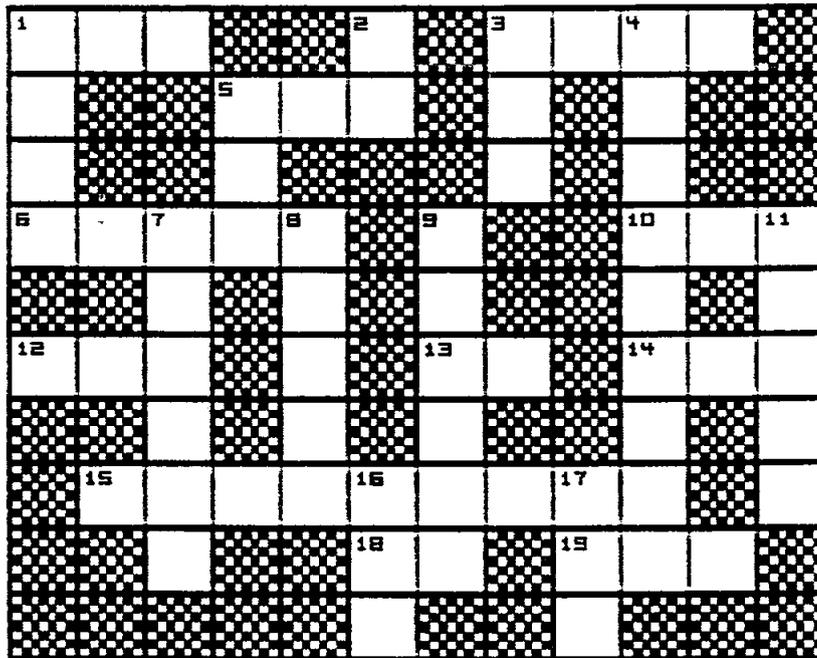
And don't forget the monthly fun fly right here at MSCRCC!



March 1991

The R/C Flyer Page Five

PUZZLE BY DAN HAMALA

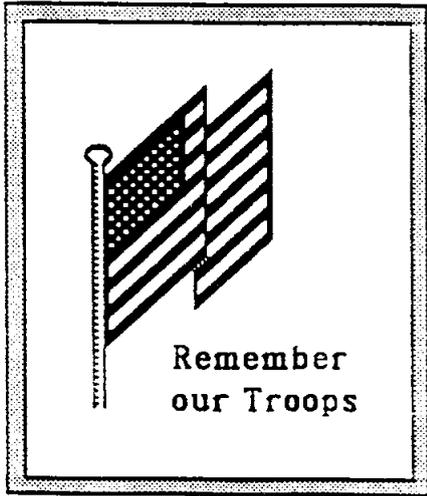


ACROSS CLUES

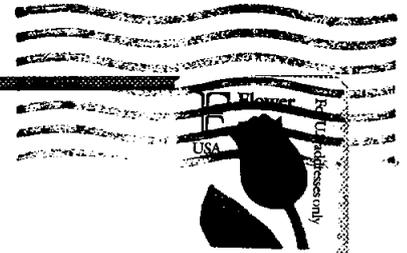
1. Lubricant
3. Cylinder
5. Delivery man
6. Cutting tool
10. Scale's favorite
12. Rocket stabilizer
13. Electrical meas.
14. Parts box
15. Abrasive
18. Alien
19. Paid notices

DOWN CLUES

1. Above
2. Engine
3. Roman "X"
4. SR-71
5. Flying saucer
7. Powerplant
8. Held tight
9. Duel
11. Locks
16. Chews charger cord
17. Lunch



ANSWERS: PUZZLE BY DAN HAMALA



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Mike Goza	554-4016
Gerry Hejek	486-4722
Paul Ellis	480-3839
Don Fischer	?

FUEL FOR SALE:

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John Campo	488-7748
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