



The R/C Flyer

Volume 28, Issue 10

October 2004

Next Meeting – October 14, 2004, Clear Lake Park Building – 7:00 PM

September 2004 Meeting Minutes

By: Mike Goza, JSCRCC Secretary

The Meeting started at 7:10pm 9/9/2004

Old Business:

By AMA rules we need a club safety officer. Any volunteers will be appreciated.

Radar screens may be removed this year and the manhole hole has been repaired.

New Business:

Nominating committee has found the following candidates that have volunteered to run for officer positions:

President: Herman Burton
Vice President: James Lemon
Treasurer: Dave Hoffman
Secretary: Mike Goza

Oct 23 will be our fun fly date. Everyone come out and attend.

Prop Nuts Helicopter fun fly is Oct 16th.

MOM

There was no competition for model of the month this time. There was a book of the month though. Ron Madsen brought in "The Illustrated Encyclopedia of Aircraft" for show and tell.

Entertainment:

No entertainment this month.

Meeting adjourned 8:27pm

Club Officers Election at October Meeting

As mentioned in the minutes, the nominating committee headed up by Don Fisher has come up with a slate of candidates for each of the officer positions. The election will take place at the October meeting and write-ins will be accepted. A ballot is included at the end of this newsletter and must be returned to one of the club officers or at the meeting no later than 7:00pm on the day of the meeting.

Congratulations to Mike Laible

Mike won the Best Pre-WWII airplane award at the Monaville Big Bird Fly-In last month. Great job Mike!

Club Safety Officer/Coordinator Needed

By: Editor

According to the AMA (see attached), a club must have a Safety Officer/Coordinator in order for the club to be chartered starting in 2005. We currently do not have a safety officer and must obtain one in time for our club's

submission renewing the club's charter membership in the AMA.

It is an important position and the club's officers are seeking volunteers. The AMA recommends that this be an appointed position however a volunteer interested in the assignment would be to everyone's advantage.

What are the duties of the Safety Officer? Read the enclosed AMA letter for some guidelines but it is up to the Safety Officer to write his/her own "position description".

Do we have a volunteer?

Club's Fun-Fly

Mark your calendars, October 23d at 9:00am will be our club's Fun-Fly. JR Gautreaux will be the CD. Free hot dogs and soft drinks will be provided as usual.

100 MISSIONS OVER KOREA

Ass Buster

By: Herman Burton

[Printed with the permission of Lt. Col. Richard Schiebel, retired USAF, from personal correspondence during his Korean War flying experiences piloting an F-51 Mustang. He now makes his home in Galveston, Texas.]

The ubiquitous duct tape, found around everyone's home to repair anything broken or bent, was also used on Lt. Schiebel's F-51 to make some emergency repairs. He describes the repairs in this letter home written on April 16th, 1951.

Monday

16 April '51

1315

On the way home from mission # 61, our number 2 man was hit in the engine and had to belly in on a dry river bed. He did a nice job, and the plane was hardly hurt at all. He scrambled out and ran over & crawled into a hole near a levee & hid there. [Flight leader Capt.] Tandy [Wright] climbed up to 10,000 feet and put out a "Mayday" distress call, & inside of 5 minutes we had 8 aircraft flying cover for

him. In 10 minutes we had 15 planes. We had a 4-ship gunnery pattern going around him, & we killed about 15 of the enemy who were firing on him. He hopped back and forth to opposite sides of the levee each time we found a new enemy soldier. The helicopter came up from Seoul and picked him up uninjured in 80 minutes from the time he went down. I had to leave before he was picked up. We had to land at Seoul and get gas, and didn't get back here to [home base] K-9 until 2030. When I landed at Seoul I found out I had a hole about 2" X 5" in the leading edge of my left wing. I must have gotten hit at the same time as the man who went down. They put masking tape over the hole, & I flew on home.

On mission #63, the young Texas pilot finally discovers how hard the seats are in his F-51, when he spends many long hours in combat.

Same day

On the 12th I got number 63. It was what we call an "ass buster" because just that happens. We are rigged with double drop tanks of 110 gallons each, plus the 285 gallon normal load. Our mission was to patrol an island while a Navy amphibious plane picked up some paratroopers who had been dropped on the island. Their goal was to capture an enemy pilot who had parachuted onto the island from his disabled MIG 15 the day before. They failed because the Reds had landed 40 troops on the island & chased the paratroopers over to an adjoining small island. While we were flying close support we heard a B-29 giving a "Mayday!" call, saying he was shot up & was going to ditch in the ocean. We sent a flight down there & located the wreckage but found no signs of life. Our flight escorted the "Dumbo" [flying boat] down; he landed, and located the dead bodies of the crew floating amid the debris. He was heavily loaded with paratroopers, the sea was extremely heavy, and he was successful in retrieving only one body. We circled until we were low on gas. A navy destroyer was less than 10 miles away, and was steaming at flank speed to the site to assist in the recovery mission. Our flight left and I learned later that the bodies had gone down before the men on board the destroyer could pull them from the sea. We got home, & I was utterly miserable! We had been in the air for 6 1/2 hours, & my butt was really busted. I couldn't sit comfortably for 2 days.

Number 65 on Saturday the 14th was another "ass buster" to the same island. This time we covered a flotilla of 6 naval vessels and one L.S.T. with a helicopter on it. The chopper went to the island and was searching for the downed MIG in the shallow water. He didn't find a thing, and we finally went back to our forward base K-16, logging a 4 hour and 55 minute flight. Number 66 the same afternoon was a mission to find a downed Marine pilot who bailed out &

landed in No-Man's Land, between the lines. The chopper went in but was shot up, so had to leave without the downed pilot. We circled, along with about 15 other ships, for about 2 ½ hours while a ground patrol went in to try to reach him, but to no avail. We left before they tried a second chopper, but they never did get him.

The days are whizzing by as the war escalates around Seoul. Three and four sorties per day are not unusual as the missions pile up.

22 April '51

1100

Just got back from No 75. We lost our leader. He was hit by flak at 300 feet, and bailed out. His chute popped just as he hit the ground. The flak was so thick you would run into it anyway you turned. Our No. 2 man was hit in the right wing resulting in a hole about 2 feet across on one of his flaps. I was No. 3 and along with No. 4 was not injured. I prayed long and loud and my prayers were answered. That makes 3 men we have lost in about a week. I've had a headache for about a week now, and I think it is a touch of the flu, along with nervous tension. Hope we get some replacements soon so I can take a rest.

Got 3 sorties in yesterday, and now am three-fourths finished!

Texas A & M University has been the butt of jokes and sayings forever among Texans, all of it done in the spirit of good humor and fun. Even in the heat of a war, the Aggie jokes continue to shine as Lt. Schiebel describes his bathing efforts in this letter written on April 25, 1951.

I hope to be able to go back to [home base] K-9 tonight and take a bath. I've been up here at K-16 [a forward base near Seoul] for a week, and I'm pretty dirty. I take an Aggie bath at night out of an empty ammo can, but it doesn't do too good a job.

By April 25th, with 84 combat missions in a very short period of time, the tired but hopeful young pilot is wondering about his future beyond the mandatory 100 missions.

The latest rumors concerning rotation aren't too good, but I think they are due to the pilot shortage. As soon as that is alleviated, they will begin rotation again. There are so many rumors; it's hard to pick out the one you like the least: no rotation; rotation to Japan only; fly 150 missions; Shucks! None of them sound very nice, but I'm not going to fly more than 100 missions unless it is a direct order from

the Air Force. There are too many guys in the states goofing off who could be over here getting the good experience that is being offered for us to have to fly more than 100.

By now, late April, 1951, the Communist North Koreans and the Red Army have moved within 5 miles to all sides of Seoul. The thundering bombardment of their artillery is a constant reminder to the pilots at K-16 of just how close the enemy is.

[Next month's conclusion will describe a "Texas thunderstorm" in Seoul, and the commendations the young pilot received from the United States Air Force for successfully completing a rigorous combat flying regimen.]

FINISHES: Covering materials for RC Models

By PAT TRITLE (Courtesy of AMA National Newsletter)

Many years ago, covering a model airplane meant hours at the workbench, inhaling dope fumes, spraying tissue or silk with water to draw it tight, and waiting many hours drying time between coats of dope to seal and paint the cover. I've heard this era of modeling referred to as "the good old days." Personally, I really enjoy doing this type of covering, but for the modeler with a limited amount of hobby time, there are several alternatives that require far less skill and still produce a nice looking finish in less time and with a lot less effort.

Within the realm of iron-on covering, there are three basic types: the weaves, the Mylars, and the synthetic tissues. Within those major groups are some subgroups. For the weaves, there is Solartex (also found as Colortex) and Super Fabric. Also in that group, you'll find 21st Century pre-painted fabric, Nelson Lightfab, and Super Coverite. These materials are available in eight basic colors. In the Mylar realm, there is MonoKote, UltraKote, TowerKote, EconoKote, Oracover, and Nelson Litefilm. The color selection of these materials is excellent. Finally, there are iron-on synthetic tissues, found under the names Litespan, Airspan, and Black Baron Coverlite. Again, color selection is limited to about a dozen choices, including some fluorescents.

Iron-on fabrics

As weaves go, my favorite is Solartex simply because it's the easiest to use. It lays down nicely, it's easy to remove the wrinkles, and it goes around compound curves beautifully. The downside is that over time, the adhesive will release and the cover will fall off the model. A simple

cure is to brush on a coat or two of Balsarite (the type recommended for film covering) before you cover your model. Nelson Lightfab is a lighter grade of the same type of material. I recommend this one for .40 size or smaller models. For models larger than that, stay with Solartex or others in that family.

21st Century fabric is by far the most difficult of all the fabrics to use. I have found that this material is difficult to apply, does not tighten well, and is torture to use around compound curves. The shrinkage is limited, offers little rigidity when applied over open structures, and does not hold its shape well in direct sunlight. However, over sheeted surfaces, the material does lie down nicely, but it requires a fair amount of maintenance to eliminate the bubbles that occur when it is exposed to heat or direct sunlight. With the exception of the 21st Century fabric, all of these materials, when used on liquid-fueled airplanes will require some type of sealer coat to eliminate fuel soaking that holds dirt and grime in the weave and is very difficult to remove.

Iron-on films

There are two basic classes of iron-on films: MonoKote and UltraKote. The easiest way to distinguish one from the other is that MonoKote is stiff, where UltraKote is more pliable and rubbery. These films are available in several colors, but MonoKote still offers the best selection. The MonoKote class materials are applied and shrunk at a higher temperature than UltraKote, but UltraKote handles compound curves much more easily, though offers less torsional strength than MonoKote over an open structure. Over fully-sheeted models, I prefer UltraKote since it goes on with much cooler temperatures and is not prone to bubbling like MonoKote. For trimming, UltraKote can be applied over MonoKote since it is applied with cooler temperatures, though MonoKote shouldn't be ironed onto UltraKote. Also, when MonoKote is applied with heat as a trim material over MonoKote, the adhesive will tend to gas off and cause bubbling between the layers. The only way to avoid this problem is to apply the trim with commercially available solvents or even Windex glass cleaner (or other types of cleaners that contain Ammonia D).

Finally, there is Nelson Litefilm, which is also available under the name Solar Film, and is recommended for small park flyer electric models, although I've heard of people using it on gas models up to .10 size with excellent results. This material is applied at very low temperatures, shrinks beautifully, and handles compound curves better than any other iron-on material I've used. What's even better is that it will shrink only as much as needed to eliminate puckers and wrinkles and will not distort even the lightest of airframe structures.

Even though Litefilm is applied at very low temperatures, the adhesive is very aggressive, and as a result, the material

is prone to sticking to itself if the adhesive side contacts itself. The instructions offer a clear description of the solution and should be followed closely.

Synthetic iron-on tissue

The iron-on synthetic tissues are available in two types: Litespan and Airspan. Litespan is also available from Black Baron under the name Coverlite. Both of these materials are identical, except that Litespan has a sealer coat applied and Airspan doesn't. This type of material is an excellent choice for electric park flyers, but I've also used it on gas models up to .074 size engines. Neither of these materials has adhesive applied, so before it is ironed onto the model, a coat of Balsa-Loc must be applied to the model, everywhere you want the cover to stick. Having used several different adhesives to apply Litespan, I found the water-based Balsa-Loc to be the best choice since it releases with heat, allowing the cover to be pulled and tugged around to eliminate wrinkles.

The downside to this material is that it doesn't do compound curves well. Airspan is better than Litespan, but neither is all that great. Also, the material has a very limited shrink, so the wrinkles need to be pulled out before shrinking begins. Finally, this is a low temperature application and is very sensitive to overheating. Once overheated, it will never shrink again. This is by far the most difficult of any of the lightweight iron-on covers to use, but once you get the hang of it, it works nicely for a "tissue look" cover. Trim is applied using Japanese or domestic tissue and can be applied using dope or water-based varnish. Since I always add tissue color trim, I prefer Airspan since it starts out lighter, and a sealer coat will be added over the trim anyway, ultimately producing a lighter finish.

Conclusion

The one thing all of these materials have in common is to get good results, they must be applied properly. More heat isn't necessarily better and won't cover a sloppy job of applying the cover or preparing the surface to which the cover is applied. The best advice is to follow the manufacturers' recommendations for application and shrinking temperatures, and to use the material best suited for the type of model you're building.

From The Flying Machine News
Rocky Mountain Flying Machine
Bob McCachren, editor
Albuquerque NM

Coming up – Club’s annual auction

Get ready folks for the club’s annual auction to be held at the November meeting. Sort through your stuff and pick out what you no longer use or need and start saving your pocket change (?) to purchase that item you just have to have. Mark your calendars – November 11th.

Upcoming Events

By: Editor

10/16/2004: 20th Anniversary Big Bird Fly-In, Deer Park TX. Paul Curry CD, 281-487-3749. Sponsor is Bayport Aero Club.

10/16/2004: Propnuts Heli Fun Fly at club field in Crosby Texas. Contact CD Lloyd Sullivan at 281-998-3377 for more information.

10/23/2004: JSCRCC Fun-FLY, 9:00 am at JSC field. JR Gautreaux will be the CD.

10/23/2004: Elf Louise Charity Fly In at Old Kingsbury Aerodrome, Kingsbury Texas. Contact CD Bob Severance at 210-493-2709 for more information.

10/23/2004: Swap Meet sponsored by the Fort Bend Radio Control Club starting at 8:00 am at the Sugar Land Community Center, 139 Metiage Way. For more information call 281-242-2342.

10/30/2004: Fall Fly-In, Livingston TX. CD is Mike Muehr, 936-967-0487. Sponsor is A.R.F. RC Club.

Club Officers

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Treasurer	Dave Hoffman	281-476-5206
Secretary	Mike Goza	281-554-4016(H) 281-483-4695(W)

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The R/C Flyer

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Club Homepage

<http://www.jsrcc.com>

**Johnson Space Center Radio Control Club Election Ballot
For 2005 Officers**

President _____ Herman Burton
 _____ Write In

Vice President _____ James Lemon
 _____ Write In

Secretary _____ Mike Goza
 _____ Write In

Treasurer _____ Dave Hoffman
 _____ Write In

Ballots may be sent to any club officer or you may turn in your ballot at the October meeting. All ballots must be received by the beginning of the October meeting.



Academy of Model Aeronautics

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(800) 435-9262 – Membership Services
<http://www.modelaircraft.org>

This document includes recommendations that a Safety Officer/Coordinator may be involved in. Each club will be responsible for the actual job description for their own club. This document was not passed by the Executive Council, therefore it can not be rescinded at this time. The only motion from the Executive Council is the fact that a Safety Officer/Coordinator is necessary to charter your club in 2005.

Club Safety Officer

This should be an appointed position, within a club. The appointment should be made by the club's elected officers. The person chosen needs to be mature, knowledgeable, and able to express himself/herself before an audience as well as on a one-to-one basis.

Duties include:

1. Pre-flight inspection of new aircraft
2. Pre-flight inspection of repaired aircraft
3. Analysis of causes for any crash, pilot error included
4. Preparation of Club field rules
5. Enforcement of AMA Safety Code
6. Right to prevent individual fliers from flying if their conduct or aircraft not suitable.
7. Supervision of spectator areas.
8. Supervision of flight line and frequency control
9. Know address and shortest route to hospital, police, and fire department.
10. Location of field fire extinguisher
11. Names of persons qualified in first aid, CPR, etc.
12. Conduct safety classes as part of regular club meetings

Club Field Marshal

This should be an appointed position within the club. The appointment should be made by the club's elected officers. The person needs to be mature, not given to loss of temper, able to communicate with others in calm, reasonable manner.

Duties should include:

1. Supervision of field layout; parking, flight line, etc.
2. Greeting of new faces at the field and explanation of the sport and how to become involved
3. Location of nearest hospital and police department
4. Location of field fire extinguisher
5. Supervision of transmitter impound area
6. Field maintenance crew supervision
7. Knowledge of first aid and location of first aid kit
8. Erection of temporary signs during flying sessions
9. Field clean up (litter, etc.)
10. Presentations to club at open meetings on problems

11. Ability to handle non-fliers who may disrupt operations
12. Personal knowledge of public officials to contact if needed (if field is a public property) to handle problems.

PLEASE NOTE: Both positions require the full and sincere support of the club's elected officers if the job and the person are to be effective.

Q://Wp_Files/Insure.wp/Forms/Club Safety Officer-Club Field Marshal

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