

Propwash

Official newsletter of the Propnuts Radio Control Model Airplane Club
Highlands, Texas

www.propnuts.com

Editor: Paul Shaffer

April 2005

The U.S. Environmental Protection Agency Superfund Redevelopment Program

EPA Partners with Academy of Model Aeronautics to Provide New Opportunities for Superfund Sites

The U.S. Environmental Protection Agency has a new partner willing to support communities interested in flying model airplanes. On February 10, 2005, Joseph Beshar, a representative for the Academy of Model Aeronautics, signed a Memorandum of Understanding with Michael Cook, the Director of Superfund Remediation and Technology Innovation. The Academy's member clubs will offer services at no cost to interested Superfund communities, such as mowing and maintaining the landscape surfaces and fences on the parts of Superfund sites that the Academy is using. EPA will provide publicly available information to the Academy about which Superfund sites have the physical characteristics that the Academy finds suitable for aeromodeling. EPA will also provide appropriate contact information for EPA, State, and local representatives for the sites. This new partnership will benefit communities interested in offering model airplane activities and will support the Academy's mission of making aeromodeling the foremost hobby in the world through promotion, development, education about, and general advancement of modeling activities. The Academy asserts that Model Aviation is educational and career building and serves an alternative to other less beneficial activities practiced by today's youth. There are no physical barriers to aeromodeling - it is open to people of all ages, from juniors to senior citizens. In appropriate instances, Superfund sites may offer land for new recreational opportunities in communities at a time when open space is becoming harder to come by. The notion of using formerly contaminated waste sites does not trouble the Academy of Model Aeronautics - in the Academy's own words, "it's not the ground below, but the sky above." For more information about this new partnership, visit the Academy of Model Aeronautics Web site .

Club Officers:

President: Lloyd Sullivan
V. President: Gale Huey
Secretary: Gary Owens
Treasurer: Marty Mankinen
Safety Officer: Bill Stevens
Field Marshall: Charles Stevens
Directors: Bobby Clark
Dwain Hughes

Coming Events

Club Meeting: Tue. April-19-2005

7:30 PM

Highlands Community Center

April 16, 17

Prop-Nuts Annual Flea Market & Fly-In
Prop-Nuts RC Club

April 30

Jetero 9th anniversary Fly-in
Jetero RC Club

April 30, May 1

Central Texas Jet Rally
Austin RC Association
Lester Field , Austin Texas

May 7, 8

Float Fly -Bomber Field

May 14

8th Annual Open Fly-In
Northwest Houston RC Club

May 21

Open Fun Fly
Orange County RC
Orange Texas

May 21

Bayou City Junkyard Wars
Bayou City Flyers
Scobee Field

PROP-NUTS R/C CLUB, INC.

**Minutes of the Meeting Held
March 15, 2005
Highlands Community Center
Highlands, Texas**

Feb. Min. read. Motion to accept by Tas/Jim.

Marty read Treasurers report.
Moved CD's to checking account.
Motion to accept by Charlie/Tas.

Philip Story joined the club. AMA verified and accepted by members.

Hats/Shirts did not make it in today as expected.

Start getting numbers together for paved runway to see cost.

Container needs to be lifted as it's sinking on one end.

Club decided to keep tractor.

Side door lock to be changed on container. New keys passed out to board members.

Replace windsock.

Dirt needs to be brought in to fill holes.

Proposed Events for the future:

25th year event

Wings and Wheels Fun Fly

(Continued on page 2)

(Continued from page 1)

Sanctions in for Big Bird.

Moved raffle plane to Larry's.

Meeting adjourned: 8:30pm.

Gary Owens
Secretary

Work Party Crews for 2005

March:

Leader: Lloyd Sullivan
Phone: 281-988-3377
Jack Edgecomb
Joe Chadwick
Tas Crowson

April:

Leader: Bobby Clark
Phone: 281-534-6321
Chris Lee
Tim Moorhaj
Jay Moorhaj

May:

Leader: Gale Huey
Phone: 281-458-1353
Blake Ramsey
Greg Toole
Charlie Brown

June:

Leader: Gary Owens
Phone: 281-328-6674
Dennis Lucas
Allen Smith
Mike Irwin

July:

Leader: Bill Stevens
Phone: 713-378-5277
Victor Dieter
Josh Stevens
Ewell Echols

August:

Leader: Keith Hughes
Phone: 409-389-2607
Arturo Gharcia
Paul Shaffer
Carlos Medina

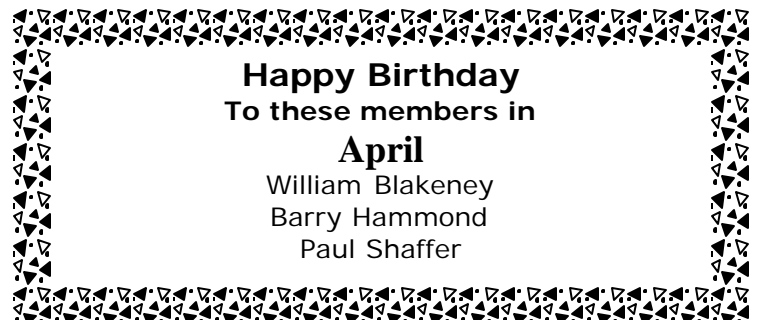
September:

Leader: Charlie Stevens
Phone: 832-549-6129
Charles Stevens
Charles Weuste
William Blakeney

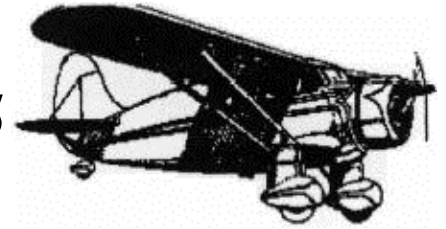
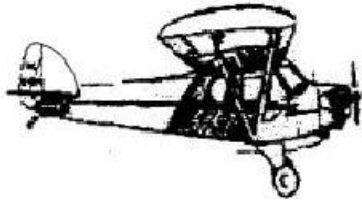
October:

Leader: Marty Mankinen
Phone: 281-426-2079
Barry Hammond
Dave Peterson
Stephen Ross

Send newsletter correspondence to:
Paul Shaffer
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Houston TX 77018
713-695-1820
E-mail
pshaffer2@worldnet.att.net



PROP NUTS R. C. CLUB CROSBY, TEXAS FLEA MARKET AND FLY-IN APRIL 16 -17, 2005



AMA Sanctioned. Current AMA Membership Required
AMA Safety Rules Strictly Enforced
Safety Inspection Will be Performed before Flying

EVERYONE IS WELCOME (NO CHARGE FOR SPECTATORS)

Bring your Lawn Chairs
CAMPSITES AVAILABLE
(SORRY, NO HOOK-UPS)

\$5.00 Landing Fee
\$5.00 Fee to Sell or Trade Merchandise
Bring your own tables and/or tents

Clean out your Hobby Rooms and
come buy some replacement Items !!



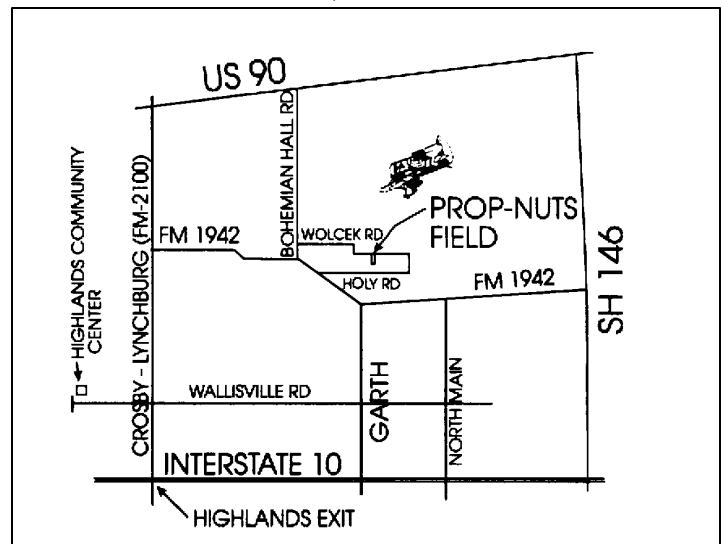
HobbieStar 60 Select ready to fly with an OS.65LA engine and Futaba 6YG radio.
Raffle tickets only \$1.00

8:00 am PILOT REGISTRATION
9:00 am Dark FLYING

**GREAT CONCESSION STAND!!! GOOD FOOD!!! COME HUNGRY!!!
(OPEN BOTH DAYS FOR LUNCH)**

For Information Contact:
Club Web Site: www.propnuts.com
Lloyd Sullivan, President (281)998-3377
Tas Crowson, CD (281) 474-9531
tcrowson@flash.net
Local Lodging
Crosby Motel – 1701 Old Hwy. 90, (281) 328-2222
LaQuinta Inn – Garth Rd. & I-10, (281) 421-5566
Budgetell Hotel - Garth Rd. & I-10, (281) 421-7300
Hampton Inn - Garth Rd. & I-10, (281) 421-1234

**Large, beautiful grass flying field
Lots of parking space**



THE FINISH UNDER THE FINISH

Covering can a lot of times be a very frustrating job, especially for the beginner. These tips won't make you a pro overnight, but using them will help make your covering jobs come out looking better than ever.

One of the biggest reasons covering comes out looking less than satisfactory is because of what's underneath it. All that balsa and plywood that makes up your airplane! In order to allow your covering job to be the best it can be, you must start by making sure the airframe is sanded as smooth as possible. First cover your work surface with a large bath towel or something soft. This will keep the dings from coming back as fast as you can fix them. Start by sanding with 220 grit sandpaper, with a sanding block, and take off all of the high spots and excess glue. These are those spots where excess CA makes a puddle on the backside and gets hard. A little debonder or acetone will soften the surface of this so it can be scraped off. It is very important that you use a sanding block because it will keep everything straight and even. Second, fill in all of the voids, gaps, holes, imperfections, etc. using your favorite filler material. When this is completely dry, sand the filler smooth with 220 grit sandpaper and sanding block. This next step is very important. Sand everything again using 400 grit sandpaper and sanding block. This will completely smooth out any imperfections, getting rid of all the sanding marks left behind by the 220 grit paper. Then use a little 600 grit. This is like polishing the surface.

When completed the surface should be very smooth to the touch. It's also a good idea to not only look at your work closely, but to also feel it with your fingers. Run your hands over the surface of the wing or fuse and feel for any irregularities. This will point out anything your eyes missed. If you can feel it, you will probably see it as a dimple in the covering. The last step before covering is to get rid of all that sanding dust. Use a vacuum or air compressor to blow off the worst of the dust. Right before covering, use a tack cloth to remove the rest. Also make sure the area your covering in is dust free. If not, all the balsa dust lying on your workbench will somehow manage to migrate under your covering just before it is applied!

Five musts of basic model aircraft set up

from the Aero RC Club of Flint, Flint MI
John Hice, editor

There are five aspects of aircraft design that are crucial to desired flight performance—call them the Fab Five. There are others, but these five are fundamental, easy to check, and should be understood by every pilot. They are:

- 1) Balance: fore and aft
- 2) Balance: wing tip to wing tip
- 3) Wing incidence
- 4) Engine thrust line: up or down
- 5) Engine thrust line: left or right

These are all usually specified on plans or building instructions. If not, such as with many almost ready to fly models, it is important to know an appropriate starting point for each, and to verify all five before attempting flight.

Tip-to-tip balance: It is either good or it isn't. You may need help from another person to check it. Hold the front by the spinner or propeller shaft and the rear at the center of the fuselage. It may help to insert a pin or hook at the rear to aid in suspending the airplane. High wingers should be held upside down. If either wing drops, add weight to the opposite wingtip until balanced. A heavy wing condition will cause the ailerons to trim with one up and one down.

Fore-to-aft balance: The airplane should balance at a point about 25 to 35% back from the LE of the wing. This is the envelope or range of balance that will provide safe, controllable flight. A tail heavy airplane is unstable in flight, difficult to control, and if excessively tail heavy, it can be unsafe—a danger to persons and property. A nose-heavy airplane may be difficult to trim in flight, drop the nose when power is reduced, and require a lot of down elevator when inverted. It's better to be a bit nose heavy, however, than the opposite. Flight testing will determine if a change in balance is desired.

Wing incidence: It is normally a few degrees "positive" for sport flying. This means the LE of the wing is higher than the trailing edge in reference to the plane of the elevator. You can hold a straight edge on top of the elevator surface and draw a line along the fuselage with an erasable pen as a reference line. Then measure from this line to the E and TE to find the incidence. You can plot this on paper and measure the angle. Flight performance will indicate if a change is necessary. Too much positive will make the airplane climb as power is added, zoom upward when pulling out of a dive, and tend to climb when turning. Negative, or too little positive incidence, causes a diving tendency throughout flight.

Engine thrust up or down: A small amount of engine down thrust is common in sport models. It helps to counteract the climbing effect of positive wing incidence as power is added without affecting the glide angle at low throttle. Too much down thrust may require excessive up trim for level flight, and may cause the model to nose up when power is cut. Up thrust will cause the opposite of these.

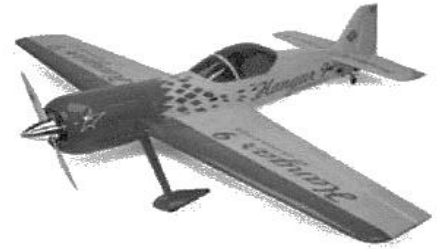
Engine thrust right or left: Some right engine thrust, usually two or three degrees, is essential to counteract the torque of the engine. If there is too little right thrust, the model will pull to the left as it loses speed in a steep climb. It will also pull to the left at the top of a loop. Too much right thrust will cause the opposite. The flight effects of changes in these Fab Five are contingent upon whether airframe was built and assembled straight and true. A slightly warped wing, cocked rudder, twisted fuselage, etc., can cause similar effects and make it difficult to achieve a well mannered, predictable model in flight. And everything is a trade-off. Changing one thing will often require changing something else. Be prepared for a lot of checking, trial and error. A good performing plane with no bad habits is worth the effort. It makes flying enjoyable.

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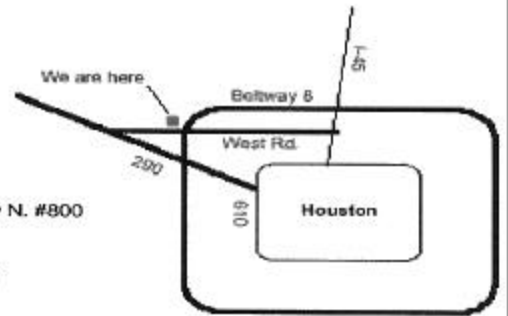
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