



Propwash

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

www.propnuts.com

Editor: Paul Shaffer

July 2005

Do You Need Sunscreen and Sunglasses

What is U V

Ultraviolet radiation (UV) comes naturally from the sun. There are also some manmade lamps and tools (welding tools, for instance) that can produce UV radiation. For most of us, however, the sun is the primary source of UV. UV is divided into at least three different categories based on wavelength:

* UVA wavelengths(320-400 nm) are only slightly affected by ozone levels. Most UVA radiation is able to reach the earth's surface and can contribute to tanning, skin aging, eye damage, and immune suppression.

* UVB wavelengths(280-320 nm) are strongly affected by ozone levels. Decreases in stratospheric ozone mean that more UVB radiation can reach the earth's surface, causing sunburns, snow blindness, immune suppression, and a variety of skin problems including skin cancer and premature aging.

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Happy Birthday To these members in July

Chris Lee
Marty Mankinen
William May
Charlie Stevens

Work Party for July July 19 to August 16

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

You need to contact your leader to confirm times and days to do field work.

Club Officers:

President: Lloyd Sullivan
V. President: Allen Smith
Secretary: Charlie Stevens
Treasurer: Marty Mankinen
Safety Officer: Gary Owens
Field Marshall: Bill Stevens
Directors: Bobby Clark
Dwain Hughes

Coming Events

Club Meeting: Tue. July-19-2005

7:30 PM

Highlands Community Center

July 17

The Great P-51 Fly-In
Any Size P-51
Scobee Field
Bayou City Flyers

August 20

The Kinda Cub Fly-In
Scobee Field
any size high wing cabin plane
Bayou City Flyers

August 28

Cross Country
Space City RC
Katy Texas

Sept. 16-18

Houston Heli Fun Fly
Propnuts RC Club

Sept. 16-18

17th Annual B 17 Gathering
& Scale Big Bird Fly In
Bomber Field

Oct. 1

Jetero RC Big Bird
Jetero RC Club

PROP-NUTS R/C CLUB, INC.

Minutes of the Meeting Held June 21, 2005 Highlands Community Center Highlands, Texas

June minutes

Minutes were approved as read in June newsletter.

1st by Paul Shaffer

2nd by Bill Blakeney

No one opposed

Marty Mankinen gave treasury report.

1st by Taz Crowson

2nd by Bill Blakeney

No one opposed

Old Business

Talk About the runway. Runway committee is still working on it.

October display show is still pending dates, to see if it conflicts with October Bigbird.

Bill Stevens has not ordered any Golf shirts yet. He has not received enough orders yet.

Allen Smith filled the opening on the board. Position will be decided at next board meeting.

New Business

Fliers for the heli event and the Bigbird need to be made.

Someone has been on the runway doing donuts again.

Leveling the storage building still needs to be done.

Jesse Powell asked if there is a chance if we could acquire an EPA site for a new field.

Charlie Stevens informed the club that there is a chance that we can get some

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(Continued from page 1)

trainer aircraft donated to the club from Northshore High School.

The members felt that the cover in the pilot area needs to be replaced. Charlie Stevens will check on cost.

Meeting adjourned

1st by Rennie Ellis

2nd by Taz Crowson

Charlie Stevens

For Gary Owens

Secretary

Airplane Ride

Morris and his wife Esther went to the state fair every year and every year Morris would say, "Esther, I'd like to ride in that airplane." Esther always replied, "I know Morris, but that airplane ride costs 50 dollars, and 50 dollars is 50 dollars."

One year Morris and Esther went to the fair and Morris said, "Esther, I'm 85 years old. If I don't ride that airplane I might never get another chance." Esther replied, "Morris, that airplane ride costs 50 dollars, and 50 dollars is 50 dollars." The pilot overheard them and said, "Folks, I'll make you a deal. I'll take you both up for a ride. If you can stay quiet for the entire ride and not say one word, I won't charge you; but if you say one word it's 50 dollars." Morris and Esther agreed and up they went. The pilot did all kinds of twists and turns, rolls and dives, but not a word was heard. He did all his tricks over again, but still not a word. When they landed the pilot turned to Morris and said, "By golly, I did everything I could think of to get you to yell out, but you didn't."

Morris replied, "Well, I was gonna say something when Esther fell out, but 50 dollars is 50 dollars."

Don't Pay For Me

A little child in church for the first time watched as the ushers passed the offering plates.

When they neared the pew where he sat, the youngster piped up so that everyone could hear: "Don't pay for me Daddy, I'm under five."

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Editor

* UVC wavelengths (100-280 nm) are very strongly affected by ozone levels, so that the levels of UVC radiation reaching the earth's surface are relatively small.

The effects of UV radiation on earth's ecosystems are not completely understood. Even isolating the effects of UVA versus UVB is somewhat arbitrary. All UV radiation can be damaging. This knowledge has prompted many manufacturers of sun screen and sunglasses to offer products that protect against both UVA and UVB wavelengths.

While humans can choose various courses of protection, for instance avoiding noon-time sun, plants and animals are not so fortunate. Studies have shown that increased UV radiation can cause significant damage, particularly to small animals and plants. Phytoplankton, fish eggs, and young plants with developing leaves are particularly susceptible to damage from overexposure to UV. Solar UV radiation levels are highest during the middle of the day. In total, almost half the daytime total UV radiation is received during the few hours around noontime. Clouds, as well as ozone, have a tremendous affect on UV radiation levels. However, cloudy skies generally do not offer significant protection from UV. Thin or scattered clouds can have minor impacts on UV and even, for a short time, increase UV above what it would be on a blue sky day by further scattering the radiation and increasing the levels that reach the surface.

From

<http://www.srrb.noaa.gov/UV/>

UV and Eye Damage

UV radiation in sunlight can damage the tissues of the eye and cause snow blindness, cataracts, and other eye disorders. The longer wavelengths of UV radiation, known as UVA and UVB, are absorbed by the cornea and other parts of the eye. Excessive exposure to intense UV radiation can burn the surface of the eye, similar to a sunburn on the skin. The risk of such exposure is highest in environments where snowy or other light-colored surfaces reflect much of the incoming UV. The resulting condition, known as snow blindness or welder's flash, can be very painful, but usually lasts only one to two days. Because UV exposure is cumulative, too much sun today can lead to eye problems tomorrow. At its worst, long-term exposure to UVA and UVB can contribute to benign growths such as pterygium on the eye's surface or to cancer of the eyelids and skin around the eyes. UV also affects the eyes of rabbits, mice, beavers, and other animals. Cataracts, for example, are a common problem in sled dogs. Eye problems are particularly detrimental for most animal species, as keen eyesight is critical to their survival. Also, unlike humans, animals have no sunglasses or other options for protecting their eyes.

From : <http://www.srrb.noaa.gov/UV/> (Resources)

SKIN CANCER FACTS

UV overexposure has been linked to an increased occurrence of non melanoma skin cancer, which is among the most frequently diagnosed and rapidly rising forms of cancer in fair-skinned populations.

Almost 1,000,000 cases of non melanoma skin cancer are diagnosed each year in the United States alone.

Increased UV exposure due to decreased ozone in recent years is expected to result in an extra 100,000 cases by the middle of the twenty-first century.

A more rare, but extremely serious, threat from increased UV is melanoma, a cancer of the pigment cells. Melanoma affects about 17,000 men and 12,000 women in the United States each year. Mortality is as high as 25% for these cases, accounting for 75% of all skin cancer deaths. Studies since the mid-1980s have suggested that melanoma is likely associated with a severe sunburn or other acute UV-B or UV-A exposure.

From : <http://www.srrb.noaa.gov/UV/> (Resources)

UV and Cataracts

UV-related eye problems, such as the formation of cataracts, can cause serious visual impairment. Cataracts are cloudy or opaque areas in the normally transparent lens of the eye. As these areas thicken, they can prevent light rays from passing through the lens and focusing on the retina, the light sensitive tissue lining the back of the eye. As cataracts progress, they can lead to blurred vision, sensitivity to light and glare, increased nearsightedness, or distorted images in either eye. Cataracts usually develop slowly but can eventually result in significant loss of vision. Cataracts affect 20 million people globally. Cataract surgery is the most common surgical procedure performed on Americans aged 65 and older, resulting in an estimated \$3.4 billion in Medicare payments in each year. Cataracts are responsible for one-half of the 35 million cases of blindness worldwide.

From :

<http://www.srrb.noaa.gov/UV/> (Resources)

CARELESSNESS

Don't Be A Victim

Building Light Weight Saving Techniques

Full scale planes...an evil Influence!

Full scale planes are made for speed and fuel economy. The only reason they fly as well as they do is because of their large size. Please don't copy proportions from full scale aircraft except for scale contest models. Even then, be sure to cheat on airfoil thickness, tail moment and area, and wing length and chord if possible. Unfortunately, many non-scale sport model kits have already copied from full scale proportions, and need a bit of bashing to help them fly better. Nearly every .40-.90 size war bird tears up its landing gear because it's too heavy for it. For example, about 2 pounds can be saved on .60-90 size GP P51 Mustang, and the LG will not rip out like the stock kits. Metal and plastic are the enemy. Start with a light engine and radio components. To save serious weight, these are very crucial, because they are "non structural" components. That is, they add nothing to the strength of the airframe. Try to select an engine one frame size smaller than the nominal kit size. Just make sure it's light and powerful. For example, there are .50 size engine that weigh 12 Oz, and produces more power than some .61 engines weighing 18 Oz. There are also .32 size engines that weigh 9 ounces or less, and are stronger than some .40 size engines. This is one of your very best weight saving opportunities, so choose wisely! Choose servos, batteries, LG, motor mounts, etc. for lightness. Think about this: 1.5 Oz saved on a flight pack is equivalent to a very large chunk of light balsa! Avoid steel landing gear. Use Dural, and make some lightening holes in it. Avoid fiberglass and epoxy. It's needed only for wing joining and fuel proofing. Small, aluminum spinner nuts by Dubro, Fox, and OS save lots of weight and are much nicer than large plastic spinners. Hey...this may be an ounce saved right here on the spinner!

Wood

When I say "wood", I mean 4-6 pound contest grade balsa. It costs about \$5-10 bucks more to build a model with this wood than standard wood, but is well worth it. That's all I use except for the LE of my tail, the firewall where I use 1/4" birch ply, and the LG block, where I use 3/16 birch ply. If great strength and screw holding power is needed, use birch ply. If not, use wood. Light ply has no real use, because it's in no-man's land. It delivers neither strength of birch ply, nor the weight savings of wood. I use 1/4" wood

OWENS



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for my fuselage, and it comes out very strong and light. I use great slabs of 3/8" or even 1/2" inch wood for my cowls (usually a semi-cowl because I don't like my engine totally enclosed) For certain planes, I use 3/32 wood to sheet rounded surfaces or for cross grain. 1/16 wood is good only for wing sheeting. It's simply too weak for anything else, and really saves little weight except on wing sheeting. Model designs that call for fuselage sides of built up sticks look very impractical when you can simply substitute 1/4 sheet wood. It's lighter and much stronger, and much quicker to build. Built up tails, ailerons, and elevators are a good thing. They are stronger and more warp-free than sheet wood, and save a tad of weight too. They build more quickly than you may think. Drilling lightening holes in wood simply does not make sense. I can build a tail in 30 minutes, but it takes that long just to bore lightening holes in a sheet tail! I have tried it, and the weight savings is so small that it isn't nearly worth the effort. I laugh at "experienced" modelers showing off their designs in the magazines with lightening holes in the tail and fuse sides. They have obviously not weighed anything, and think they have saved weight without sacrificing strength. I once cut out a bunch of lightening holes all over a plane made of light wood, and weighed the large pile of cut outs and dust. I was one embarrassed puppy when the whole pile weighed less than an ounce! Light ply and metal are different. Lightening holes work on these heavy materials.

Author Unknown

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