



NEWSLETTER



... an AMA Award of Excellence Club!

Proudly serving the Huntsville community at the Captain Trey Wilbourn Model Airplane Field..

P. O. Box 2163

Huntsville, AL

June 2011

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Prez Sez

Now that the heat is here I think a lot of us are looking back longingly to the cooler days of spring. But - the flying is good.

We have received a check from our insurance company for the damage done to the field during the tornadoes last month. However, there was no money earmarked for replacing our sign. Are there any club members who could help pull it back into place? The check was intended to replace the clubhouse roof and to repair the metal roof one of the shed for the spectators.

The program this meeting (the 21st) will be given by Richard McCain on "Flying commercial airlines as a pilot."

There will then be an auction for two complete airplanes with engines, receivers and transmitters. The planes are a Rascal with an OS 4 cycle 52 (looks new) with a Futaba radio channel 34. There is a Reserve on this plane of \$200. The second plane is a Flying King with flaps. The engine is a Saito 91 4 cycle (also looks new) and the radio is a Futaba channel 34. There is a Reserve on this airplane of \$300 (a bargain!). I would suggest that the batteries for he receiver/transmitter be replaced or at least be cycled as I do not think these planes have been used for a few years. The third item on the auction is a solid maple folding flightline work bench. There are also some different mufflers for different engines that will be sold at absolute auction. The workbench and mufflers will be sold with no Reserve.

Also, at this meeting there will be some door prizes.

Let us try to have a quorum this month. We are open for suggestions for future meeting topics. We are interested in providing programs that people are eager to attend. Please help us meet your needs and interests, so that we can become an even better club!

One last note: There is a Pylon Race on the 25th of June with a landing fee of \$10. The last one was a blast (I won the Novice race.....!). Now I must enter with all of you other Advanced flyers.(darn !)

Peter



Minutes for the May RCRC General Membership Meeting

The May meeting was exceedingly short. The main thing discussed was the fact that we were going to teach a bunch of people how to build and fly pie plate airplanes.



Minutes for the June 2011 RCRC Board of Directors Meeting

Peter has covered most of the items discussed in the board meeting in the Prez Sez column above. In particular, we need a quorum at the membership meetings.



From RC Hobbies Online

RC Airplane Covering Tips: Getting that Great Looking Finish

John Adams

A beautiful, professional quality finish adds that all-important final touch to your model. It's what gets those extra stares at the field ... and makes you proud of a job well done.

Some expert builders would have you believe covering is an art that takes years of experience to develop, but the truth is that you can achieve it with some basic know-how and patience. Understanding the

materials you're working with is vitally important, and surprisingly, this is where many modelers make the biggest mistakes.

Each brand of covering has unique properties. So if you learn using one type of covering and then try using those techniques with a different brand, it often leads to marginal results. I've been using UltraCote exclusively for the last 15 years. UltraCote offers several unique properties that are advantageous over other film coverings, making it easier for me to achieve and maintain a professional finish.

Multitemperature, Maximum Control

UltraCote is unique in that different things happen at different temperatures. This allows for precise control during covering. Covering with UltraCote becomes many times easier—with vastly improved results—when you understand what specific temperatures do to UltraCote, and when to use those temperatures.

220°F: Application

The adhesive is activated at just more than 220°. At the recommended application temperature of 220°, the adhesive reaches its full bonding strength. No shrinkage of the film occurs, so no distortion of the film takes place. Use the 220° application temperature when applying covering and when applying UltraCote trim pieces over UltraCote. Remember, if your iron is set at 220°, no shrinkage or distortion will occur, so there is no risk of distorting seams, trim lines, or trim pieces and full bonding strength occurs.

Watch out for ... don't press!

Heat liquefies the adhesive, not pressure. Let the heat do the work and avoid gouges. It's natural to want to apply pressure, but it doesn't affect the bonding strength. If you're using a sock (highly recommended), it will be necessary to go more slowly over a given area, as it takes longer for the heat to penetrate the material. Some modelers turn up the heat to 240° when using a sock, but I prefer to stick with the 220° temperature and go at a slightly slower pace. This creates fewer air bubbles.

300°F: Shrink Onset

At 300°, UltraCote will begin to shrink. Use this temperature after the covering is applied to tighten it, remove wrinkles, and remove imperfections. It's amazing how many wrinkles can be removed at this temperature, and it's important to start removing imperfections at this minimum shrink 300° setting.

UltraCote features a unique property that allows for a controlled shrink rate based on the selected temperature. While it begins to shrink at 300°, at 320°

UltraCote shrinks 18% of its total shrink rate. It's important to use the minimum temperature necessary to achieve a smooth, wrinkle-free finish. Most modelers don't realize that to further shrink most brands of film covering, it must be heated above its previously exposed peak temperature. In other words, if a covering was already exposed to 320°, it will be necessary to go above 320° to further shrink the covering. Use the lowest temperature possible to achieve a smooth wrinkle-free finish at the start and you'll have the largest available shrink rate remaining should you later need to shrink the film.

Watch out for ... stay away from seam lines and edges!

Remember, 300° is well above the adhesive activation temperature, and seams will pull away. If you have some stubborn wrinkles close to the seam line, try this trick. Soak a washcloth in cold water, then fold it twice and place it on the seam line, covering the seam but exposing the wrinkles. With your iron at 330°, quickly apply it to the wrinkled area for about 5-10 seconds. The washcloth will keep the seam cool, and prevent it from pulling apart and distorting.

350°F: Maximum Shrink

At 350°, the maximum shrink is achieved. You won't use this setting very often, but it's important to know the total shrink temperature range. That's because the amount of shrink rate you'll have left is based on the temperature you use to shrink the covering. For example, if you're shrinking your film using 320°, you'll find that 82% of the total remaining shrink is left. That's good! That means that, if in the future you need to re-shrink the covering, it won't be a problem. But a word of caution: use the high temperatures only as a last resort to shrink wrinkles and imperfections. In most cases, if you need to use this much heat, you'd be better off to just replace the covering with a new piece.

The higher temperature can cause bubbling and blistering.

Removing UltraCote

You may come to a point when you'll need to remove or replace a piece of UltraCote. In many cases, the covering will simply pull away, but if you're having a tough time, use your heat gun. Lift a corner of the covering and then pull away while directing heat in the area to be removed. I just recovered a two-year-old Reebok CAP 232 using this heat gun technique and it looks as good as new.

Bubbles and Blemishes

When your airplane sits out on a hot sunny day, you may notice that the covering bubbles and wrinkles. This is common with all brands of film covering, no matter what the manufacturers claim. But getting rid of those wrinkles is easy. You'll need a heat gun, a covering mitt, a wet washcloth, and a fine straight pin. Heat the affected area and notice how the air underneath the cover expands, making bubbles. As you continue to apply heat, moving in a 6-inch circle, it will release the adhesive bond. At first, several smaller bubbles will appear, but as you continue to work the area, the bubbles will join to form one large bubble. Now pop the bubble with the pin, and immediately wipe the area with a covering mitt to reattach the covering. It may take several attempts, and you'll get better after you do it a couple of times. It's important not to stay in one place for very long with the heat gun, especially if you're working with a balsa covered foam part as warping and damage could occur. If the affected area is close to the seam, use the wet washcloth trick to prevent the seams from distorting and pulling apart.

Preventing Heat Blemishes

Heat blemishes occur when the elevated temperature causes the trapped air in the wood to expand. With nowhere to go, the expanded air causes a bubble to form in the covering and stretches the film. When the air cools, the stretched covering remains. You'll notice this happens especially with dark colors like black or dark blue, and that this never happens on the bottom of the wing, but only the top where the sun heats the surface.

The solution? While several methods have been tried—like completely painting the wood structure with thinned white glue to prevent the air from reaching the surface—we know of only one method of preventing this from happening: don't leave your airplane in the sun! Seriously, get a cover or a tent or find some shade. Also, choosing light colors will prevent the intense heat buildup. Last summer during our hottest days, I measured the covering temperature on a dark blue airplane that had been sitting in the sun at 163°. If you keep them from getting hot, there is no problem, but, for those times when they do, practice the re-shrinking techniques mentioned, and it will only take a few minutes to bring back that pristine finish.

Propeller Safety

Respect and alertness are mandatory if you want to keep all your fingers. If you continually ignore safety, you or someone close to you will be injured eventually. By adopting good safety practices we can minimize risk and enjoy our wonderful sport for many years.

The most destructive type of propeller injury, aside from being struck by a flying aircraft, is when the engine is operating at or near full throttle. At full speed, a .40-size, two-stroke engine with an 11 x 6 propeller can generate as much power as a 10-inch table saw. Just as a table saw demands your respect and attention, so does an aircraft propeller.

Before you mount your propeller or even start your engine, you should take a moment to review some basic pre-flight recommendations for propeller safety.

General Propeller/Rotor Blade Inspection and Preparation:

1. Look over for obvious nicks or gouges.
2. Flex it gently back and forth along its length and look for cracks.
3. If you find *any* damage, other than some minor scuffs at the tip, discard/destroy immediately.
4. Wood propellers cause less damage than composite propellers.
5. Remove the sharp edges from composite propellers using fine sandpaper. Just take off the edge. Do not alter airfoil.
6. Always use a balanced propeller. Vibration is the enemy.
7. Make sure the propeller arc is visible by painting the tips a contrasting color.

Ground Safety:

1. Always have someone hold the airplane while starting.
2. Use some form of eye protection, like safety glasses.
3. After starting, move around behind the propeller to remove

the glow plug igniter and to make other engine adjustments.

4. *Never ever* reach over a spinning propeller.

5. Be conscious of the propeller arc. Do not let spectators stand in line with, or in front of, the spinning propeller and don't you stand there any longer than necessary.

6. If starting by hand, use a thick glove or chicken stick.

7. Use an approved spinner or propeller hub.

8. Before starting, be sure the propeller is on tight. If the engine came with backup safety nuts, use them.

9. Have a first aid kit stocked and available.

It's easy to forget these safety items when at the field and some say it's just too much trouble. But safety is everyone's responsibility!

**UPPER CUMBERLAND RADIO CONTROL SOCIETY
COOKEVILLE, TN**

ELECTRIC FLY-IN



SATURDAY, JULY 23, 2011

FLYING ALL DAY (or until we get tired)



**LOCATION: UCRCS Flying Field - Check UCRCS web site
for directions to the field:**

<http://www.ucrcs.com/ourfield.htm>

**OPEN ELECTRIC FLYING of any size to all AMA
Members. Visitors & spectators welcome**

LANDING FEE: \$10.00 (includes lunch & raffle ticket)

PILOTS' REGISTRATION & MEETING: 9:00 a.m.

**ELECTRIC FLYING BEGINS after Pilot's Meeting
Electric Flying only until 1:00 p.m.**

**OPEN FLYING - Fly anything (gas/nitro or electric)
Beginning at 1:00 p.m.**

RAFFLE & PRIZES of RC Electric items

FOOD WILL BE AVAILABLE

BRING RC ITEMS TO SELL

**COME JOIN WITH UCRCS FOR A FUN DAY OF FLYING
In Cookeville, TN**



Rocket City Radio Controllers, Inc.
P. O. Box 2163
Huntsville, AL 35804

To: _____

AMA chartered
club since 1964
Number 715

June, 2011

<u>2011 RCRC Event Schedule</u>					
RCRC membership meeting June 21 st at 7:00 PM					
Board meeting – July 5th at 6:00 PM					
†	June 25 th	All day	Pylon race, spring picnic	Alan Berard	256.776.9509
†‡	July 15 th	All day	Big Bird	TBD	256.881.7009
†‡	August 13 th &14th	All day	BPA Pattern	Gary Courtney	256.881.7009
†‡	Sept 9 th thru 11 th	All day	AMA Pattern	Tony Coberly	256.882.7193
†	November 5 th & 6 th	All day	Toys for tots	Bob walls	256.830.2352
†	November 19 th	All day	Pylon race, Chili cookoff	Alan Berard	256.776.9509
Events held at Wilbourn Field unless noted otherwise † Field closed to non-participants during this event ‡ Field closed to non-participants from noon onward on the Friday before the event					