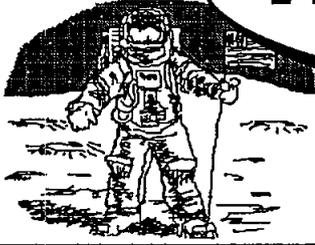
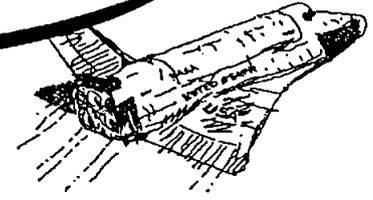


The R C Flyer



February 1991



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



The President's Corner



Thanks to all who participated in the January fun-fly. I think all of the 13 pilots who signed up had a good time. Congratulations to our three winners - John Campo, Darrel McGregor, and Joe Parlanti. John and Darrel won a bottle of CA and a gallon of fuel. Joe not only won the touch and go contest, but he also received some SIG epoxy for having the best crash. The February fun-fly is scheduled for the 17th and the events will be "touch and go", "climb and glide", and "loops, spins and rolls". I'll have more details for you at the club meeting.

A few of you have expressed an interest in learning how to apply a fiber glass finish to your model. I plan to demonstrate this technique at a club meeting later this year. However, I know that a few of you have projects going now that you would like to finish, so I will briefly describe how to put a fiber glass finish on your model using Parsons' cloth.

First of all, what is Parsons' cloth? Well, Parsons' cloth is an extremely light (0.6 oz. per square yard) fiber glass cloth that you can only get from Dan Parsons (address at the end of this article). You may have seen light fiber glass cloth advertised by other companies, but they are not as light or consistent as Dan Parsons' cloth. This cloth is used by top modelers such as Dave Platt, Dennis Crooks, and Charlie Chambers to finish their contest winning models.

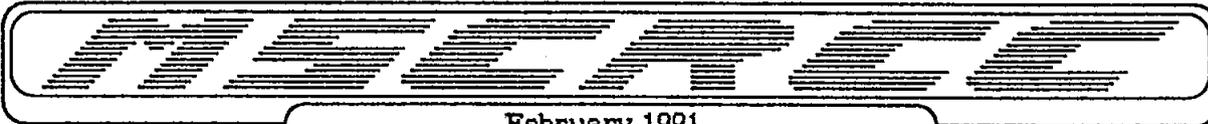
OK, let's round up a few items and get right to work. You will need some K&B clear epoxy paint and satin catalyst. You will also need a 1 inch Sable brush (or another soft brush), some 150 grit sandpaper and, of course, some Parsons' cloth. Before we start, I

**NEXT MEETING
THIS THURSDAY
FEBRUARY 14th
at 7:30 PM**

in the Clear Lake Park Building

should mention that this technique is only to be used for sheeted or solid surfaces, not open structures such as stringered fuselages. Now, let's suppose that we want to cover a horizontal stabilizer. Sand and fill your stabilizer so that there are no bumps or gaps. Cut a piece of cloth that covers the entire stabilizer plus one inch around the edges. Lay the cloth over the stabilizer so that the grain of the cloth lies spanwise. Use your brush to smooth out the cloth and get rid of all wrinkles. Mix the epoxy paint according to directions on the can. When glassing small parts such as stabilizers, you might want to mix the epoxy by weight rather than volume. You can use a small kitchen or dietetic scale and mix one or two ounces at a time. For glassing the stab of a typical .60 size sport plane, one ounce of epoxy (half ounce part A, half ounce part B) should be enough for each coat. Brush the epoxy over the cloth making sure that the cloth becomes saturated and sticks to the surface. Brush spanwise and remove wrinkles as you go. Let the first coat dry and apply a second coat. After the epoxy is dry, trim off the overlap with a sharp knife and sand lightly with 150 grit sandpaper. Now apply glass cloth to the opposite side of the stabilizer. After both coats of epoxy are dry, sand the entire stab lightly with

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February 1991

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Minutes for the January 10, 1991 MSCRCC Meeting

The MSCRCC monthly meeting was called to order by president Charles Copeland at 7:40 pm.

Old Business:

There was no old business discussed at the January meeting.

New Business:

Don Singer proposed that the club study the possibility of allocating time to allow pylon racers to practice. This issue will be discussed at the February meeting.

The HAMCI district 8 Fly-In/Rally is scheduled to take place at Scobee Field May 30 through June 2nd. HAMCI will be looking for volunteers to help with the flight line, parking lot, etc. Contact Texas Model Trends for further information.

The AMA National Championships will be held in Lawrencville, Illinois July 13 - July 21. See Model Aviation for further details.

Dean Umbarger volunteered to make a fuel run for the club.

John Simmons suggested that members who wish to add extra castor to their fuel should place an order through David Hoffman.

Don White volunteered to bring refreshments for the February meeting.

Treasurer's Report:

In: \$2402.00
Out: \$1804.00
Balance: \$3342.00

Model of the Month:

Drew Vickers won model of the month with his O.S. .91 powered Goldberg Ultimate Biplane.

Secretary

David A. Fennen



NEWSLETTER EDITOR WANTED!

Next month's newsletter will mark the completion of three years as your newsletter editor, and quite frankly I am burned out. I am not going to pass off the job as being a simple few hour job per month as has been done in the past, which explains why I am not a used car salseman, but the job could be streamlined if inputs to the publication were plentiful and timely submitted so the work could be spread over a period of time greater than the last few hours prior to mailing.

Contrary to popular belief, you do not need a computer or a publishing program to put out a newsletter. Every one of your newsletters published over the last three years was a "cut and paste" original (you remember cut and paste from your kindergarden days) even though the text was done on an Apple computer to get fully justified columns before pasting. All graphics and pictures were copies of originals from other sources such as newspapers, magazines, flyers and calanders similar to the work of Tim Brown some years ago on this publication (I tried to beat your service record Tim, but I didn't quite make it.) At most, all that is needed in this game is a typewriter and the will to produce an interesting document for the membership --- and lots of patience. As for the computer and publishing software, it couldn't hurt.

Seriously, the club needs someone out there in the membership to continue publication of the newsletter. Whoever takes over has complete control of the flyer, the header logo, the size and contents of the issues and even the time of publication in relation to meeting dates (who could want more power than that?), at least until voted on at one of the meetings if he/she got out of hand. How about one of the younger members with literary tendencies trying their hand at the publishing game? It's a lot of fun until it turns into a job.

Any volunteers? Anybody? I won't drop it on you all at once if you want help getting started, and I have plenty of blank "Logo" pages if you want to keep that the same. No previous experience necessary!

Call Joe Kastetter at 326-5216 if the least bit interested. A couple of close friends might want to make it a joint venture.

The President's Corner

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150 grit sandpaper. Sand just enough to get a smooth, uniform surface without sanding through the epoxy and into the cloth. Now, you can prepare the stab for painting. The number of coats of primer that you will need depends on the type of primer you are using, and on how much of the grain of the cloth you have to fill. I usually apply 3 to 4 coats of primer, sanding lightly between coats. Next, wet sand the stab with 400 grit wet-or-dry paper until you get a glass-like surface. Hold the stab up to a light and make sure that you have filled the grain of the cloth completely. Now you are ready to paint.

You may be wondering if it is really necessary to go to all of this trouble instead of using a film covering. A glass finish is stronger and more fuel proof than film coverings and won't wrinkle. As for weight, I finished a Hammer 40 with Parsons' cloth and it weighed the same as another Hammer that was film covered. If you are building a scale airplane, a glass finish allows you to add lots of scale detail like panel lines and rivits to your scale airplane.

At this months club meeting we will discuss and vote on a proposal to allocate time for the pylon racers to practice. The club officers feel that Sunday from 3:00 pm to 5:00 pm would be acceptable. Also, Dean Umbarger will give a presentation on selecting trainer and sport model aircraft. Well, that's all for now. See you at the fun-fly!

Parsons' cloth is available from
Dan Parsons Products
11809 Fulmer Dr., NE
Albuquerque, NM 87111
(505) 296 2353 any day until 10 pm M.S.T.

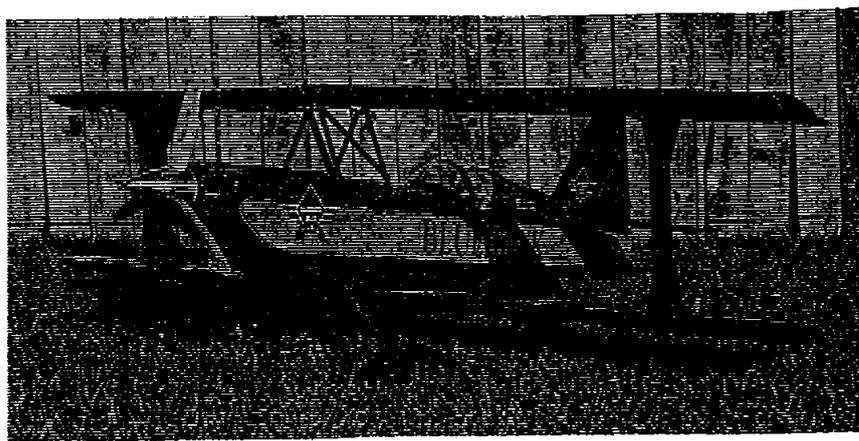
15 ft. - \$25.60
30 ft. - \$44.60

Charles Copeland

A CITY WITHOUT TREES ISN'T FIT FOR A DOG!

Here are some specs provided by Drew Vickers on his Model of the Month winner for January:

Power: O.S. 91FSR
Prop: Graupner 3 blade 12 1/2 x 7.5
Spinner: Tru-Turn
Covering: Black Baron Film
Paint: Black Baron Spray Epoxy
(Cowl and wheel pants)
Wing Span: 54 inches
Weight: approx. 10 pounds
Radio: Futaba FGK Gold
Completion time: 3 months



Comments: Flies great; does any aerobatic maneuver in the book and believe it or not, slow flying characteristics are very good. Model was very easy to build.

The R/C Flyer

c/o Joe Kastetter
827 Baronridge Drive
Seabrook, Texas 77586
(713)326-5216



INSTRUCTORS:

Dave Thomasson	471-0642
Dave Hoffman	479-1945
	476-5206
John Campo	488-7748
Charles Copeland	532-1570
David Fennen	474-7351
Mike Goza	554-4016
Jerry Hajek Jr.	486-4722

FUEL FOR SALE:



Jim Brock	334-1715
John Campo	488-7748
Tas Crowson	474-9531
Don White	488-1024

The Income Tax has made
more liars out of the
American people than the
game of Golf.

Will Rogers

NOTE: A puzzle submitted by Dan Hamala had to be delayed until next month. Sorry about that Dan.