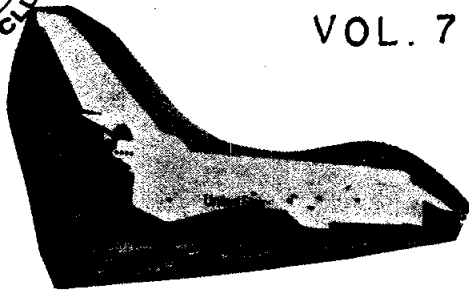




NEWSLETTER

VOL. 7 NO. 1

President - Dave Thomasson
Vice-President - Reggie Lewis
Treasurer - Dave Hoffman
Secretary - Donna White
Editor - Michael M. Moore



DATE : THURSDAY 11 NOV. '82
TIME : 7:30 - 10:00 PM
PLACE : CLEAR LAKE PARK BUILDING
PROGRAM : GENERAL AERODYNAMICS by
Owen Morris

Well, another year has rolled by and our club continues to grow. I wish a hearty welcome to all new members!

October was our club elections, and our new officers for the next year are:

President - Dave Thomasson
Vice-President - Reggie Lewis
Treasurer - Dave Hoffman
Secretary - Donna White

At this time I wish to congratulate the new officers and wish them good luck!

Club and AMA dues will be due in December, but to get the early AMA Discount, be sure and pay early. Dave Hoffman will be coming out with a separate mailing soon. To preclude any delays in getting 1983 field passes please pay for both the club and AMA to (and through) Dave Hoffman.

This month's only entry in the Model-of-the-Month was Dick Centnar's Pilot series "Christian Eagle". The model was beautifully finished, but I think that I would not have remained sane after the intricate work that Dick performed! Congratulations, Dick! That is a real beauty!!

The report on the Club's Bavarian Garden's gathering is that it was a smashing success! I wish that I hadn't had to work that day so I could have seen some of our members showing their fine competitive spirit! Is it true what I hear about "chug-a-lug" contests and "duck" dances?? (wish I had the aspirin concession!!)

If anyone wants to submit articles or items for sale, contact me at (work) 483-5271 or (home) 480-1655.

I wish you all GOOD FLYING!!!

Michael M. Moore

PRESIDENT'S SOAPBOX -

Well, here we go again, folks. To start with, I want to express my thanks to the previous administration. As near as I can tell they left me with nothing to do! Thanks much - it was a good past year.

In case you haven't heard, our annual scale fly-in was held Oct 16-17, one of the largest turnouts we have had in many years. We had a group come down from Austin to fly, and fly they did! Great scale planes and outstanding performances. Hey guys - they took home the majority of the hardware!

My thanks to Owen Morris for holding a good contest, and my thanks to T. Brown, J.W. Smith, and Tom McPherson for their efforts in being a rough and perceptive group of judges.

New Subject - programs - In case you don't know it, as officers it is sometimes hard to come up with subject matter. If you have desires to hear or learn about something, let us know and we will do our best to find someone or something. Let Reggie Lewis know, as he has the thankless task of planning and putting on programs.

To all beginners in RC: Don't be bashful and try to learn by yourself! We have some VERY GOOD teachers with LOTS of know-how to help you. If you need help let me know and I will try to get some of them out of the woodwork to help you.

--- Dave Thomasson

Love it...
love it!!!



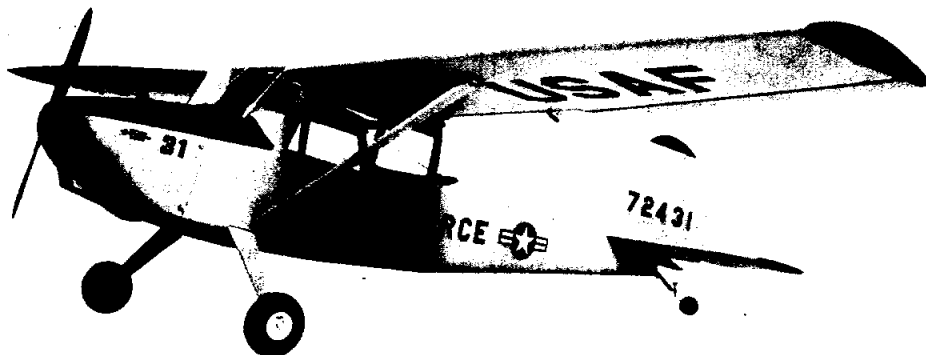
I'll say! Anyone who didn't love all of those beautiful scale aircraft at the MSC/RCC contest on Oct. 16-17 must like girls or something! A few of the builders were brave enough to participate in the static scale judging (the only "formal" event at the contest) - and that is what this exciting discourse is all about. The intrepid team of J. W. Smith, Tom McPherson and Tim Brown spent a whole lot longer than the law allows trying to sort-out 8 entries (really 10, but 2 didn't have any documentation with them). These consisted of a modified Stephens Akro by Brad Shepherd, Spitfire Mk 24 by Mel Whitley, Zlin 50L from Jim Martin, Ford Trimotor by Tom Fowles, Sopwith Pup from Phil Poffenbarger, Phil Vance's ubiquitous Stearman PT-17, a Citabria by Elmer Pecht, and Bob King with a $\frac{1}{4}$ scale Kraft Super-Fli. Those of you who were paying attention remember that Brad won this contest last year with a Laser 200 which has just appeared as a construction article in MA: well, the modified Stephens Akro took 1st this year -- but only by 1/3 point over the Spitfire! Impossible, you say? Not really, but it surely is tough on the judges to have to choose between 2 such excellent A/C. The decision must be made on the basis of very slight imperfections, and the Spit just had 1 or 2 more than the Akro. In case you haven't figured it out already, the list of entries is in the order of static scores. Special mention should be made of the Trimotor - a magnificent job of covering with corrugated cardboard to simulate the real plane. Unfortunately, it suffered from a lengthened nose moment and inadequate documentation. The Spitfire took the Best of Show award (voted by contestants) and Mel's flight demonstrations were superb. A bystander was overheard to say, "I wish that my Tiporare would fly that well!"

Like You, I Strongly Disagree with You . .

....or something. Yes, indeedy!! If you really want to get your headbone all tied-up in knots, then just try judging when 2 or more models are really excellent. It takes considerable time and patience to do a good job. As was noted about this time last year, you are dumb not to be a judge at least once if you ever plan on being a contestant -- unless you know in advance that your judges will all be meatheads (we hear that they sometimes are)! The most important thing you will learn is that it really is possible to see minute deviations from correct outlines and markings and many "scale" kits have deviations which are not so minute. I personally feel that a departure from scale outline (i.e. enlarged stab, shorter LG struts, thicker wing tips) should count off more than the omission of a pitot tube, scale antenna, or small surface detail. After all, you could super-detail a Kaos and call it a Mustang! The airplane can never look "right" if the shape is wrong...and this is usually established during the first few hours of construction. The top scale builders will often re-work a part of their machines if they discover a subtle error; for example, Hal Parenti won the Nats with his Bearcat (the Top Flite kit) and he had recently made a new (more exact) cowling for it. Note also that SIG has a new version of their P-51D kit to be more accurate

OK, enough soapboxing. A couple of years ago, Tom McPherson wrote up some instruction sheets for educating judges and insuring good judging procedures. These have now been updated to the 1982-83 rules and are provided for your edification. They may convince you to be very careful when planning your next stand-off scale model. Remember, the most important rule is: never cut the first piece of wood (or foam or fiberglass) until the scale documentation is absolutely complete and you are sure that any 3-views or other drawings are accurate.

Tim Brown



SPORT SCALE JUDGING NOTES

I. Airplane Requirements

- o Max engine displacement is 1.25 cu.in. (1.5 for 4-stroke engines).
- o Max weight 15 lbs, 20 for multi-engine.
- o Engine must be equipped with muffler, except ducted fan installations.
- o Pilot figure required for flight, not required for static judging. Models built prior to 1/1/80 excepted if model would be damaged by installing pilot.

II. Proof of Scale - Contestant must prove:

a. Accuracy of Outline

- o Contestant must furnish a 3-view drawing or a set of photos sufficient to show side, front and plan view or an unmodified and unpainted plastic model or any combination of the above. Documentary presentations are limited to max of 6 pages (one side) size 8½"x11" or an equivalent area of some other arrangement. This is reduced to 4 pages if plastic model used.

b. Finish, Color, and Markings - Contestant must give proof of color scheme. Proof may consist of:

- o Photo(s)
- o Color painting or drawings
- o Written description from a reliable source
- o Notes and diagrams of markings on a 3-view drawing

Note: "Profile Publications" can be used for both 3-view and color/markings although they are known to be inaccurate on color reproduction.

c. Contestant will provide a declaration of parts of aircraft not built by him.

III-A. Static Judging - Requirements & Procedures

- o Distance to model is 15' (i.e. a 30' diameter circle if possible).
- o Judges will not handle models or examine them before or during judging.
- o Judges can request that model be moved (by contestant, or someone else with contestant's permission) so that they can see all views including bottom.
- o Cockpits and interiors not to be judged.
- o Exposed engine for cooling not downgraded. No downgrades for muffler installation.
- o No changes between static and flying configurations except:
 - * Flying prop substituted for scale prop.
 - * Flying spinner must be of same size, shape, and color as static spinner unless it must be rounded to meet AMA safety requirements.
 - * Radio antenna may be added.
 - * External stores (bombs, tanks, etc.) may be replaced; however, they must be same size, shape, and color.

- o Points awarded for static judging:
 - * Accuracy of outline - 40 points max.
 - * Finish, Color, and Markings - 30 points max.
 - * Craftsmanship - 30 points max.

III-B. Static Judging - How To Do It!

- o Start with 3-view, pictures and/or plastic model to get a general impression of what the model should look like.
- o Judges do a walk-around inspection together and discuss discrepancies relative to the proof-of-scale provided. Don't discuss points to be awarded. Things to look for are:
 - * Wing - proportion relative to fuselage size (too large or small), control surface size and locations, hinge lines (aero balances?), tip shape, airfoil shape, thickness (especially at tips).
 - * Fuselage - shape (too fat, thin, long, short), engine installation (non-functional details such as exhaust stacks, radiators, carb air intakes), cockpit location, size, shape, scale radio masts and antenna, fairings into wing and tail.
 - * Tail - size relative to wing, control surface size, hinge line details, dorsal and ventral fins,
 - * Landing Gear - strut location on wing and fuselage, strut length, wheel size and hub shape, strut fairings, gear doors, tail wheel location.
- o Each judge formulates his opinion on Accuracy of Outline and awards points.
- o Next, review Finish, Color, and Markings data and do another walkaround for this. Things to look for are:
 - * Finish - glossy or dull. Really glossy finishes usually only seen on racers and private aircraft. Camouflage finishes started as dull in WWII but got more glossy because of extra drag of dull finish; however, these would weather very rapidly under operational conditions.
 - * Color - color chips (paint) are the only reliable proof. Dave Platt chips best. "Profiles", magazine reproductions, and color photos don't show true colors.
 - * Markings - look for correct location of color separation lines, especially on camouflage schemes. Soft edges on camouflage should be apparent; however, top-to-bottom sep. lines were often hard (masked). Insignia should be in correct location, size, and shape (some decals are wrong). Squadron codes should be right size and in right place. Look at style of lettering on codes and other markings like registration numbers.
 - * Panel Lines & Rivets - panel lines are visible, but very unobtrusive. Rivets are impressive, but most aircraft were flush riveted in WWII. Be sure rivet type and panel lines match documentation.
- o Each judge should formulate his own opinion on FC&M and award points.
- o By this time, each judge should have formed his own opinion of the level of craftsmanship shown in the model. The list of non-builder supplied parts should help. Award craftsmanship points on a subjective basis.