



# Come Fly With Us Buck Remote Control Club

## 2002 CALENDAR

Here's the tentative schedule for 2002...

May 11 - **Fun Fly 1**

June 4 - Meeting

July 6 - **Musser's Bar-B-Q/Raffle**

Aug 10 - Flying Skills Contest

Sept 3 - Meeting

Oct 12 - **Fun Fly 2**

Nov 9 - Breakfast

Dec 3 - Meeting/Dinner

## OUR WEBSITE

Features:

- Latest News

- Photos

- Open Chats between Members

(If you have digital photos of yourself and/or your plane, please email them to the secretary: ElectricTroy@yahoo.com ☺)

## TISSUE AND THE TUB

BY TOM ARNOLD

Life is relentless. Not only do your cheeks sag and your ears grow hair, but your favorite flyer gets ripped to tatters just by flying. The better it flies, the rattier it becomes. (There is a life lesson here, but I hesitate to pursue it.)

At any rate, one of my best model successes finally began to show its battles with the ground and I came to the conclusion that it was time to re-cover. In times past, I would laboriously strip every shred off the frame, breaking weak balsa members as I went, until I just could not grab anymore with my tweezers. Then followed an equally long period of oh-so-carefully sanding every last scrap off ...

They say that necessity is a mother, or something to that effect, and I did not want to go through that tedious drill again. Then, like a rock to the head, a thought struck me—soak it off. Why not? The tissue was held on with white glue, which dissolves in water. Just add water and the tissue should drop right off.

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## TISSUE AND THE TUB (CONTINUED)

My first attempt to dampen the tissue with a spritzer made a mess. Then the second rock bounced off my head—the tissue is treated with dope and is somewhat waterproof. The water needs to get under the tissue ... Hmmm, as my eyes wandered the shop looking for inspiration. No inspiration. Then the third rock ricocheted off the bone dome—sink it in the bathtub. What brilliance! With that thought, I attempted to nonchalantly carry the aircraft and an assortment of tools through the house to the bathroom. Our house is small and the family is everywhere, so the stealth transfer attracted quite a following into the bathroom behind me.

As I turned on the water and attempted to float an airplane on the surface, the gallery hooted and cackled about rubber duckies and when was I going to take my clothes off. A man's pride can only take so much, so I shut the door firmly on all the kibitzers and turned to the business at hand.

My model was an excellent floater and it would not sink. The water was not going through the tissue like I hoped, so I kneeled by the bathtub, rested my chest on the edge, stuck my butt in the air, put my elbows under the water, and very carefully began to slice open every tissue bay I could. Ah, success. The water began to flood the interior like a sinking ship. The only problem is wood floats and my model would not sink beyond a certain point. I raided the bathroom for all sorts of anchors like hairbrushes, bottles, washcloths, scissors and whatever. Eventually I had my aircraft carefully pinned to the bottom, drowning like a rat. It looked horrible. No airplane should suffer such a fate. I had to carefully extract myself from the scene of the crime. Locking the door behind me as I went, I tried to straighten my back and ease the incredible low back pain I now had.

An hour later, like a murderer returning to the scene of the crime, I poked my head back into the bathroom and noted with satisfaction that tendrils of covering were floating off. Assuming the position again, I carefully used my tweezers to easily and cleanly pull off great sheets of tissue right down to the bare wood. Wow! This was slick! It was fast and easy and the only negative was the shoal of tissue shreds that floated all around. No problem though. The framework slowly emerged from the tub, making sure that the water-soaked wood did not have any stress put on it.

Back out in the shop, I let everything dry for a day—the wings did not even warp—then sanded it all smooth with some fine sandpaper. Since I used CyA glue in constructing the model, nothing came apart and the framework was ready for a new, tight suit of clothes.

I now strip all my models using this bathtub method and it goes faster each time. I recommend it to all my modeling friends.

It has only one drawback though: expense. It cost me \$58 the first time. That is how much the plumber charged to come and roto out the tissue scraps from the bathtub drain.

from Bat Sheet

Strat-O-Bats, Chris Weinreich, editor, Seattle WA

## BETTER AEROBATICS (BY MARK IMMONEN)

Do you speak aerobatics? I love to talk aerobatics, but more importantly, I love to fly aerobatics. For me, happiness is a neatly flown knife edge snap with a flat spin to top it off! After flying Radio Control (RC) for 13 years now, I began thinking about what factors I've learned and applied along the way that have worked for me in a seemingly endless quest to fly better aerobatics. Rather than explain how to perform an avalanche or a knife edge circle, I thought it would be useful to share a list of generic information that can help you fly better aerobatics. So let's take a look at five subjects: engines and propellers, reading material, the three Ps, T.R.A.P.S., and computer radios.

**Engines and propellers.** Having the right engine and prop combination is a great benefit when trying to learn even simple aerobatics. My second airplane was a Great Planes® Super Sportster 40 powered by an O.S. .40FP. I can vividly remember how difficult it was trying to fly a simple round loop. No matter how many times I seemed to try, they always came out egg shaped. Granted, technique is important even for a simple loop, like letting off the elevator a little when the model goes over the top, but what I didn't realize then was that the plane was underpowered. It was losing too much airspeed (thrust) when called upon to do even a basic loop. If I had only put a .60-sized four-stroke in that model!

You want to have enough engine for great vertical in order to pull through those maneuvers that have the nose pointing skyward. I feel that four-stroke engines are so well-suited for not only aerobatics but sport flying as well because they generally provide for slower straight line speed while producing lots of thrust under load (like a vertical climb). Now certainly, two-stroke glow engines can give you wonderful aerobatic performance as well but one thing's for certain: shoot for the high end of the suggested engine range for a given model so the performance is there when you need it.

The right prop for aerobatics is one with a diameter on the large end of the suggested range and a pitch that is roughly half of the diameter. For instance, a 16 x 8 prop has a diameter of 16 inches and a pitch of 8 inches. An excellent source for suggested props for a wide range of both two-stroke and four-stroke engines is the two pages detailing this information in each SIG catalog. As far as brands go, I highly recommend APC props. I've found that APCs are very efficient.

**Reading material.** If you want to fly good aerobatics, you've got to read and learn the proper technique. Try photocopying useful articles from RC magazines and storing them in a binder. Another tip is to buy old modeling magazines at swap shops and look them over for more articles. On occasion, I've even picked up free RC magazines at swap shops. You'll be surprised at how many articles you'll collect once you get started and it's so convenient to have copies of them all in one place. RC Report magazine now has a great column on aerobatics so check it out if you haven't already.

Next, look on the Internet. You'll be amazed at what's available online. I look for information on full scale aerobatics as well as models. Just keep clicking those Internet links and you'll find some real interesting sites. Again, print the good stuff and put it in your binder.

**The three Ps.** The three Ps stand for practice, practice, and more practice. As with most everything else in life, you've got to practice to improve. Try to make a point of setting aside some time for practice each trip you make to the field. I suggest you have an idea of what you want to practice before you begin flying for the day. You don't want to make this work but a little structure to your practice time will speed the learning process. After all, when most of us first learned to fly RC we were on a structured practice schedule although we may not have thought of it that way. When you first try new maneuvers, make sure you're an extra mistake high. It's easy to get disoriented when you try something new and the airplane doesn't come out the way you expect. Next try to string those new maneuvers together in a sequence.

**T.R.A.P.S.** T.R.A.P.S. is an acronym I made up that stands for Throttle, Repeatability, Accuracy, Placement, and Symmetry. Each of these are important elements of well-flown aerobatics.

**Throttle** management means you don't push the throttle stick to full blast after takeoff and drop it back to idle only when you are ready to land. It means you continually regulate the throttle position to strive for a relatively constant speed through maneuvers like loops and Cuban 8s and that you slow the airplane down when flying straight line in between maneuvers. This again is where four-strokes are at their best by allowing you to roll into the throttle as you enter a climbing maneuver rather than having to use momentum (speed) to get you through as is more true with two-strokes.

**Repeatability** means you can perform a maneuver each time you try (nearly each time is okay too) whether it's with left or right stick movement, a left or right approach and on windy or calm days.

**Accuracy** is performing aerobatics the correct way. A model that veers left or right or doesn't hesitate at each of the 90 degree points would not be performing an accurate four point roll.

**Placement** is locating a maneuver just where you want it and where it looks best from a spectator's standpoint. Once you can fly a new maneuver consistently and safely you'll want to think about placement. Many maneuvers, like an avalanche (loop with a snap on top), look best when performed front and center. The altitude you fly at will depend upon the maneuver being flown, your skill level, and safety considerations. A knife edge pass looks best when flown the length of the field so you need to roll into knife edge before reaching the field and roll out just past the other end of the field. If you want to perform a snap followed by a tumble then you want to do the snap early and the tumble late so that in combination, they are centered over the field.

**Symmetry** is when you see a mirror-like image between the first and second half of a maneuver. The looping portions of a Cuban 8 should be of equal diameter and the 45-degree lines connecting each loop should be symmetrical as well. In short, both halves should scribe identical patterns in the sky.

I hope these ideas help you with your aerobatic endeavors and keep in mind that enjoyment is the primary goal of this great hobby. See you at the field!

from the Milan Flyers Gazette

Milan RC Flyers, David Gell, editor, Ann Arbor MI