

Otherwise, it is good for sealing fine cracks in balsa sheeting and gluing balsa sheeting, etc. The fumes it gives off when setting up, makes your eyes smart too. My advice is use it only if you have to. The thick CA is much more friendly. It bonds most components nicely other than butt joints...but don't spill any on your pants. Your wife will kill you. Good old epoxy is the strong guy. Use it wherever you want something to hang together forever. In a severe crash, you may find the only thing left will be your epoxy glue joints.

As far as the nitro content in your fuel is concerned, most of us use 10% but higher or lower nitro will still work fine in a good engine.

A word of caution here. I heard of a guy in Los Angeles who ran out of booze so he drank a ½ pint of glow fuel (25% nitro) and got quite a buzz. The next morning he was all bloated and feeling terrible. He went outside, bent over to get the paper and suddenly he was in Seattle!

Chuck

## Touch-and-Go or Bounce-and-Go?

*By Glynn Mount*

From The Cam Journal, Central Arizona Modelers,  
Marvin Hinton, Editor, West Sedona AZ

Touch-and-go is a great way to practice landings. It's a sure way to rapidly improve your technique, but even the best of us will bring one down a little hard once in a while, and the inevitable result will be a bounce.

The size of said bounce will be in direct proportion to how enthusiastically your airplane meets the runway. If unattended, of course, the first bounce will be followed by a second bounce and, if the second bounce doesn't break your prop or worse, you might be lucky enough to dribble to a stop before running off the end of the runway.

This type of landing will usually bring enthusiastic responses from critics on the sidelines.

There are, however, a couple of ways you can recover from a bad bounce and keep your dignity intact. One way is to maintain "full back pressure" on the stick (i.e., full up elevator) in the hope that there is enough flying speed to cushion the second bounce. If the bounce is more of a high-speed "skip" then this method works well.

The second method is to immediately apply power and return to level flight. I've tried both methods, and

a "bounce-and-go" with quick application of power will usually result in a more positive recovery from a bad bounce.

The best landing procedure is to hold the aircraft off the deck a foot high with idle power, and try "not to land." The airplane will slow down and "sink in" in spite of you, giving you a smooth transition from air to ground.

## Covering Idea

*by Vic Welland from the Caldwell Aeromodelers,  
Hildebran, North Carolina*

Have you ever wanted a graphic or picture for your model but didn't want to spend a ton of money to have a custom sticker made? This technique, developed by Brian Ireland from the Frontier Fun Flyers of Alaska, allows you to have a detailed image made of several pieces, keeping them in their proper location to each other, while cutting them out and transferring them to your model.

Using your covering of choice, a piece of glass, Windex, razor or X-Acto blades, Glad Press'n Seal Wrap, and your normal covering tools, you can have the image you want with a steady hand and some time.

Let's begin by printing your image in the size you want on a regular piece of printer/copier paper. This is assuming your image will fit on a standard sheet of paper, of course. I recommend you start simple the first time out.

Spray some Windex onto the surface of the glass, be sure the glass is free of dust and debris to keep things clean and bump free. Remove the backing from your covering and lay it down on top of the Windex and glass. Squeegee the excess Windex out so you have a good bump/bubble free piece of covering to work on.

Do not let the Windex dry completely as it sits on the glass. This can be *very* bad as it sticks to the glass very well and you will not be able to peel it off.

Tape the piece of paper with your image directly over the covering and glass while being careful to not move things around and wrinkle the covering.

Here is where a steady hand and time come in. Carefully cut out the image with your razor or X-Acto blade. It's a bit easier if you start at the top and work down while working on the small fiddly bits that need to be removed first.

Once you are satisfied that you have the image cut out you should be able to see what your piece(s) will look like as they are located on the glass plate.