

January 1994

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The News Letter of the *Manned Space Center Radio Control Club*

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## President's Corner

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Ed Copeland

The reports I have received indicate that the Christmas party was a success. I am sorry that I missed it, due to out of town business. Charles insisted that he prevented my portion from going to waste.

Next month we will be able to have a fully blown business meeting and I am planning to be able to introduce one or more projects for the year. Thanks to our volunteers we got some field improvements completed including repainting the stripes. Thanks are due to Don Fisher for doing a fine job on the box and frequency tag tree. If you have a suggestion for a project the January meeting would be a good time to bring it up.

T'is the season to be building. I did, in fact, include a bundle of balsa as a gift to one person, in response to a request. I thought about giving a stick or two to several others in the hope that I would get it back. My New Year's resolution is to take up a hobby, such as perhaps RC model airplanes. I have built so little during the past year it is as though I dropped out. I have done a lot of RC modeling but it was drawing and not building. I read an article in a recent magazine that suggested that everyone should have at least one real simple, (dependable, always ready to fly, easy to keep and carry) airplane. I have tried and am unable to get with that program because I  
*(continued on Page 2)*

## Words From The VP

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Ray Randolph

I hope the holidays were joyous occasions for everyone. Our club buffet turned out to be a very nice get together with a great assortment of goodies.

**Next Meeting  
This Thursday  
January 13th  
7:30 PM  
Clear Lake Park Building**

Ed Copeland mentioned in last month's newsletter about the possibility of instituting a junior builder model-of-the-month idea. I personally think this would be an excellent idea and put some "field leveling" into the model selection by the members. We should encourage the younger modelers to build - but they shouldn't have their pride and joy pitted against a quarter scale replica built by a mature member who put in a 1000 hours of building time. This is certainly a new business topic for the next meeting and I'm sure this club can afford two trophies per month if required.

We're still talking about organizing a fun fly committee to put together some '94 events. This is  
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## Minutes from the December 1993 Meeting

Resha Hill - Secretary



Ray Randolph called the meeting to order at 7:40 pm. The previous meeting minutes were not discussed. Ray made a motion to eat. The motion was accepted by all.

*(Pres from Page 1)*

always want to start by designing one. Considering that there are already several out there in kit or ARF form I am not sure that I understand my problem. Nonetheless, here I am trying to design a real simple aerobatic airplane (I interrupted that effort to write this). And it doesn't even look like a war bird. If we can't get more new planes to view at the meetings we may have to invite everyone to bring in a kit box so we can judge the pictures.

Plans are being developed for a new giant scale version of the Thompson Trophy Races of the 1930's ("Golden Age of Flying"). The first will be an invitational demonstration in Galveston during May of 1994. This should be a lot of fun to see or to participate. I have a copy of the rules and am relieved to report that it will not be engine unlimited (4.6CID max). Also, they are suggesting, but not requiring, construction materials of the period such as wood and fabric where it was originally used.

This was my opportunity to ask for an airplane book for Christmas and sure enough, I got one on the Thompson Trophy races of the 30's. The book is very interesting. It seems that those races had a profound effect upon military aviation, thinking that lasted almost into WWII. Because of early racing success with bi-planes the Army and Navy were convinced to stay with the idea. There was also a strong feeling for radials and less than total respect for what could be done with the liquid cooled inlines. It is interesting that it was the international involvement,

### The R/C Flyer

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Articles and want ads can be submitted to Jerry Hajek, 486-4722 or on 5.25" or 3.5" floppies in ASCII, Word Perfect, PFS, Word Star, Modem Xfer, or hard copy formats sent to: 1035 Bellgreen, Houston 77062. "Support Your R/C Flyer"

particularly the French, that slowly turned things around. The Coudron was a good example. It was able to win against engines of twice the horsepower by offering the minimum area-drag associated with an inline engine. It is also interesting that the military was inflexible in accepting the wing structural design approach needed for monoplanes to handle high-g maneuver loads. Much of the innovative wing design of the 30's came from the TT racers.

We have been looking into the availability of plans for the better known racers and there are few. I hope that this sort of thing will trigger a frenzy of plans development that includes all sizes and not just giant scale. A few of these planes are reported to fly quite well and not as squirrely as they look. There was a model of the Folkerts SK-3 at the last Byrons that is reported to have been well behaved and very predictable. My favorite is the Gee Bee "Y". That is not the short fat one but rather the sort-of-short fat one. If anyone out there has any plans or three-view drawings of any of the golden age (Thompson Trophy) racers I am on the hunt and would appreciate any help you might have to offer.

Well, be prepared to take my quiz at the next meeting on what you have on the old building boards for the winter season.

---See You At The Field---



*(VP from Page 1)*

probably another new business topic for the next meeting. John Campo, Don Fisher and I could be a starting point, but it would be nice to garner some additional help. Fun flies usually require a certain amount of work to be fun.

Mini-Project Review - Tejera Manufacturing Engineering, Inc. (TME) makes an auto-trickle charge adapter that has been given great reviews by several of the hobby magazines. The only thing I can add is that they're right - this is a neat product. By plugging your standard overnight chargers into the time unit sockets you can charge two planes, two transmitters, a glow starter (and more if you want to) on a 16-hour normal charge cycle that then switches to a trickle charge mode that can run for hours, days, weeks -- until you get to go flying. This is an easy to use and very handy unit.

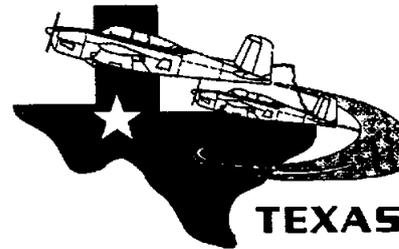
Mr. Copeland (Ed) offered to bring a VCR and TV monitor to the January meeting (at my request). I have two video tapes of the "Byron Aviation Expo" that are pretty exciting and have some great model footage as well as real planes. If you're not aware of the demonstrations, you may be in for a surprise. My tapes are about 20 minutes each, so if someone has a tape they'd like to share, there would probably be time to include one or two others.

Cherokee Update - I'm working on covering the Cherokee wing and after that there's installing ailerons and aileron servos, connecting the control linkages and installing the main landing gear (wing mounted). That should do it and with a little luck and planning these things should get done before the January meeting. My plan is to show the finished model in January and hopefully get it airborne shortly thereafter.

Update Update - Wings Covered!

*Hope everyone has a great New Year...*

*---See you Thursday (Jan. 13th)---*



**TEXAS AIR ACES**

*"Fly Air Combat..*

*...No Flying Experience Necessary"*

Have you ever wondered what it would be like to fly a fighter, to pull up from a 4 g turn, roll on your back into a descent and find your opponent in your gun sight? Then after re-zeroing your g meter, which was now indicating that nearly 6 g's had been pulled on that last battle, you find yourself being attacked. Here we go again, turn and burn. Wow, what a ride!

A Christmas gift from my wife Bernie and my son J3 put me in a position I never dreamed I would ever be in. That is strapped into an U.S. Air Force TF-34, on runway 35L cleared for formation takeoff. My generous wife had signed me up for the "Air Combat Basic" flight package with Texas Air Aces, Inc. operating out of Houston D.W. Hooks Memorial Airport located near Spring. The basic package included an air combat maneuvering/tactics manual and a video tape to prep me for an afternoon that turned out to be alot more than I expected.

First a military style mission briefing including safety, aircraft/weapon systems (infrared laser gun, gunsight, threat detection and warning, smoke system, four camera video recording), and air combat tactics. A pre-flight of your TF-34, and you're ready for taxi and a formation takeoff. Your air combat instructor, seated behind you, takes you through the basics and lets you practice before the call "Fights On" is heard. If the fighting gets too much for you there's a cooling down period of level flight or gentle aerobatics. The instructors make sure you get max fun while assuring max safety. All flight time is video taped and it's yours to keep. It was a great experience and I plan to return for TF-34 aerobatics training.

*jerry hajek, CFI*

## ***The R/C Flyer***

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***January 1994***

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Charles Copeland 532-1570  
Tas Crowson 474-9531  
Don Fisher 474-4942(H) 483-2157(W)  
Wayne Green 484-3151  
Don White 488-3151

### ***Instructors***

John Campo 488-7748  
Charles Copeland 326-2360  
Paul Ellis 480-3893(H) 488-9878(W)  
Don Fisher 474-4942(H) 483-2157(W)  
Mike Goza (Heli and Airplane)  
554-4016(H) 483-4696(W)  
Wayne Green (Heli) 484-3151  
Jerry Hajek 486-4722(H) 246-4312(W)  
David Hoffman 476-5206(H) 479-1945(W)  
David Tadlock (Glider) 481-5227