

January 1998

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

President's Corner

Mike Laible

Let me start off by saying if you missed the Christmas Party, shame on you. It seemed like everyone had fun and had plenty to eat. I conjured up a few door prizes and a lot of people left with smiles on their face. I purchased 10 coffee mugs with the MSC logo on it for the minor door prizes. They seemed to be a big hit. If enough people are interested we could put in another order. The cost will be around \$12 each. The big prize was a 1985 vintage Super Sportster. Kellan Goertemiller won the kit and at last contact had the wings completed (*latest update: Fuselage complete*).

I find myself at the beginning of another year being president of the MSC RC Club. This should prove to be a very active and exciting year at the field. We may finally have a pavilion, several big birds could show up, (Don, hurry up with the old spitfire), and most of all we could even have fun. However, I must always remind everyone of the safety rules. Please, let's use common sense!!!!!!

One thing I feel I must mention is that we need to exist as a club. The field is getting busy, with airplanes and helicopters. We must understand the rules and be courteous. In our handbook there is a 15 minute rule for frequency pin. Also, flight line rules are clearly stated. For the newcomers I will

have several copies of the handbook available at the January meeting.

One of my major pushes will be to form three committees and assist them in growing and being a permanent position. I feel the three needed are the fun fly, Field, and Community relations.

The fun fly committee is self explanatory. We need this to keep everyone involved, rotary or fixed wing. We could even hold them on the same day. All we need is a little help from our friends (wait, that's a song).

The field committee will handle all the upgrades to the field. This would involve design, construction, and maintenance of the pavilion and field. If we really organized ourselves I believe we could have a grass runway parallel to the paved runway. WOW.

The last would be the Community relations committee. This would involve the Youth, Ballunar festival, and Space center Houston. The involvement is opened to the chairperson. The ballunar festival is a permanent activity. Could we have more?

I feel that these three committees, if actively involved could really push our club over the top.

OH YAH, I forgot, how about some articles for the newsletter. Please, I am starting to get burnt out, newsletter, field, president, etc. I really need some help or I could start going waco and dive my plane

at mailmen or something. OH, I'm sorry, that's civil servant stuff.

See ya at the field!

RC Types

From The Net

CAPTAIN CASH - When a newbie asks about cost of getting into hobby, begins by pointing out the \$4,000 he's got in his 1/3 scale XXXXX. Look for golf clothes and lots of pit equipment, often a tent. Look for bad landings.

THE QUIET GUY - Will be practicing incredible difficult maneuvers over and over, with a carbon fiber/titanium/tuned-piped pattern ship. Seldom says a word to anyone - going over routines in his head. His radio has gobs of switches, and his engine is NOT an OS.

THE FOSSIL - Has lots of old, square radios updated to narrow-band. Flies a Live Wire covered with silk and dope, in 1964. Will use words like "Bramco" and "escapement", has lots of stories of how tough things used to be. Good for advice, but may not know about "recent" innovations like instant glue and iron-on covering.

THE DEMOLITION MAN - Can tell you about almost any kit available - he's had them all. He's crashed trainers, scale planes, gliders, maybe even a heli or two. Experience has likely made him a fast, efficient builder, so he's good for a few tips - maybe even some used components from his large inventory of wrecks. Look elsewhere for a flight instructor, though.

THE METICULOUS MAN - Dresses neatly. Unloads 2 or 3 planes from a shiny Honda Accord. After removing plugs from every orifice and assembling, he lines up his planes, fuels them, and checks them methodically, in order, one at a time. His covering jobs are elaborate and well done.

Nothing is out of place in his tool box. He buys a lot of nice accessories to try out, but only uses them 2 or 3 times until he discovers they don't really help much. His engines are all OS. His kits are all Great Planes. He rarely crashes, but becomes depressed and a little unstable when he does.

THE KNOW-IT-ALL - Flies planes nobody has ever seen. When you ask him what it is, he tells you, but you still don't know. Uses strange engines. Uses strange props made in half-inch increments. Mixes his own fuel. If someone asks him why their plane doesn't fly well, he says "the kit is a piece of garbage". Same with radios and engines. Everyone is intimidated by his seeming endless knowledge. When he crashes, and is asked what happened, he says "the kit is a piece of garbage"

THE TWISTER - Never flies in a straight line for more than a millisecond. Twists, dives, rolls, climbs, spins, and loops all at full throttle (the only setting he knows). A throttle servo is a waste in this guy's models. All landings (as such) are dead-sticked. Great believer in wing joint reinforcements. Offers to take up anything on a first flight.

Weather Vain

Brian Morris

By now, I am sure that all of you have seen one or more versions of the aerovane (wind indicator) installed at the flying field. The first version was a sunflower with a tail boom terminating in a plastic coffee can lid. When it broke (due to poor design/construction) I built one with a propeller up front. Later, a strong spring wind upset the club storage box and the frequency pin box, which supported the aerovane and its mast. Thus the second aerovane was history. A third version was installed when the new storage box was put in place. It lasted until Nov. 23 without incident but the plastic tail became brittle and broke, and the pivot rod rusted badly -- it is in rework at the present time.

What all this discussion is leading to is a request by the NASA Fire Dept. for a copy of the aerovane to be used at events such as toxic spills to provide visual indication of wind velocity and direction. At first, the request seemed like a joke -- our aerovane is more like a toy than a meteorological instrument. The request was made of Bill Langdoc, and he called me about it. We initially had a good laugh. We thought that surely there was something commercially available that was proven for that sort of service. I could imagine our aerovane flying apart when riding on a fire truck at 70 mph. It turns out that they intend to stow it when traveling and install it over the cab of their command pickup truck when they arrive on the scene. It is very sensitive to low wind conditions due to its light weight and low bearing loads, and that is the main attraction.

After agreeing to furnish a unit to the Fire Dept. the next step was to improve some of the materials for long term reliability. Where wood and piano wire were used on the club aerovane we substituted aluminum and stainless steel. Bill Langdoc and Don Fisher helped with those items. I furnished the rest of the materials and did the assembly. The coffee can lid was replaced by a whipping cream container lid. The improvement being that it doesn't say Folgers on it.

The aerovane was delivered to J. B. Williamson of the Fire Dept. on Nov. 17th, closing a chapter on one of the most unusual requests I can remember.

(Editor: Photo was submitted, however due to the holiday schedule and just plain old ran out of time, the photo will be published in the February issue.)

From the Net

If you use any of the following material. All I ask is for you to give credit to "<http://incolor.inetnebr.com/kjg/skyknght.html>" Web Page. Thanks!

This may elicit a chuckle or two...

The secret to keep from crashing: Simply forget to hit the ground. "The first rule of intelligent tinkering is to save all the pieces."

R/C Aircraft Glossary

Airfoil: Reynolds Wrap for manufacturing aircraft wings.

Airspeed: Speed of an airplane. Deduct 25% when listening to a New Pilot.

Angle of Attack: Pick-up lines that pilots use.

Arresting Gear: The Club Safety Directors equipment.

Bank: The folks who hold the lien on most pilots cars.

Barrel Roll: Sport enjoyed at club picnics, usually after the barrels are empty.

Crab: The Clubs Safety Directors. Hehehe

Crash: Fitting the airplane back into its original container

Engine Failure: A condition which occurs when all fuel tanks become filled with air.

Failsafe: Special PCM radio function, which allows the pilot to choose weather the model crashes near him or a long way off in the distance.

Firewall: Section of the aircraft specially designed to let heat and smoke enter the radio compartment.

Fuel Tank: Plastic bottle that's specifically designed to leak, particularly when its totally inaccessible!

Glide Distance: Half the distance from an airplane to the nearest part of the landing strip.

Lean Mixture: Non-alcoholic beer.

Motor: Word used by student pilots when referring to the engine.

Nanosecond: Amount of time you have to land when you notice a problem.

Pilot Error: An old aviation expression, not applicable to R/C aircraft pilots under any circumstances.

Radio Glitch: The sole cause of every crash that has ever happened to an R/C model since 1846.

Range: Usually about 5 minutes beyond the point where all fuel tanks fill with air.

Repairable Damage: Only requires new fuselage, wings, tail surfaces, radio gear, battery engine, and prop. The fuel filter can usually be used again.

Roger: Used when you're not sure what else to say.

Roll: The first design priority for a trainer plane.

Spoilers: A good instructor that helps new R/C Pilots.

Stall: Technique used to explain to the bank why your car payment is late.

Steep Bank: Banks that charge R/C pilots more than 8.5 % interest.

Tactics: What a clock sounds like when it needs fixing.

Tail Wind: Results from eating beans, often causing Oxygen deficiency in the immediate vicinity.

Battery Voltage Tester: An instrument highly ignored by r/c pilots.

Up: A chant used by pilots taking off

Windsocks: Socks that need darning.

Zero: Style and artistry points earned for a flying over the pits.

Next Meeting
January 8th, 1997, 7:00 PM
Clear Lake Park Building

The R/C Flyer
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ASSEMBLY, POSTING, DISTRIBUTION
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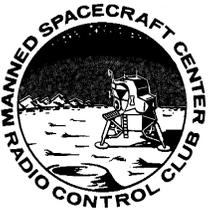
Articles and want ads can be submitted to Mike Laible at 474-1255, on 3.5" floppies in ASCII or Microsoft Word, E-mail at mlaible@phoenix.net, or hard copy formats can be sent to: 2823 Sea Ledge, Seabrook, Texas 77586. Club Homepage at "<http://www.phoenix.net/~mlaible/msc.html>"


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