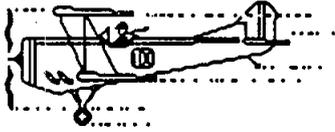
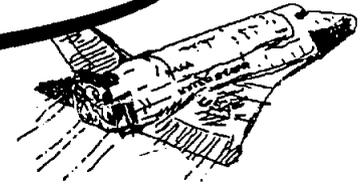


The **R** **C** Flyer



February 1987



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

President's Corner

Dear Members,

I guess this should be called the better late than never corner this month. This time of year is always very busy for my job unfortunately, however for those of you who did not attend the January 8th meeting I had better bring you up to scratch with the latest news.

The January meeting was attended by over 40 people. Dennis Smerz showed part of his video tape of the South West Ducted Fan Fly In and will show the rest of the tape at the next meeting, so plan on being there.

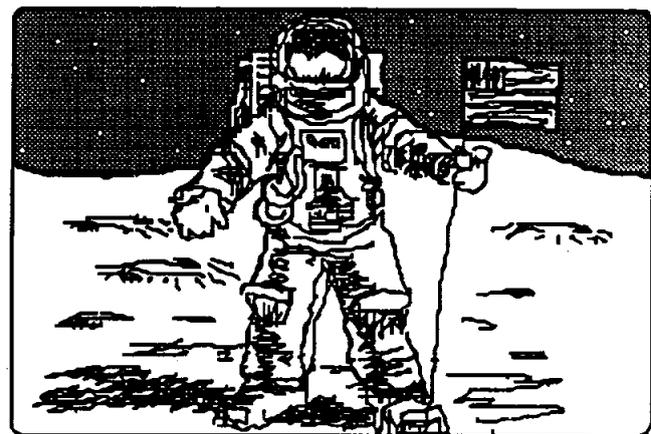
The Steering Committee met a few days before the meeting to map out a rough plan of action for the coming year and tidy up some old business. As mentioned in last month's newsletter, I floated the idea of an exchange of flying rights between the members of the Highlands Prop-nuts and our members. Some members of the Steering Committee and myself received some very favorable reactions, which far outweighed any unfavorable reactions. Even so, when the Committee sat down and went into the proposal in depth there were several insurmountable problems in making an agreement such as this work. First and foremost is the pass system we use to gain access through center security to our flying facilities. We would have to issue passes to non-club members, which would in turn mean that we would be accountable to security for people who are not members of the club. It was decided that we already had adequate club rules to cover visitors flying at our site and we would inform Highlands of our decision. Should one of their members wish to fly at our flying site he would be able to do so as the guest of one of our own

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**Next Meeting This Thursday,
February 13, 1987 at 7:30 PM
at the Clear Lake Park Building**

Please note the change in time that the newsletters are sent out. They should now arrive just before the next meeting to act as a reminder to attend. However, it is very likely that the arrival time will vary greatly depending on the workload of the editor, and other contributors.

Editor

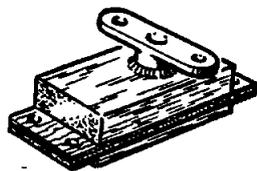


The Good Ol Days...

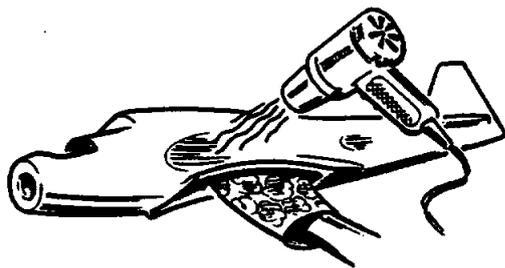
HINTS & KINKS

by JIM NEWMAN

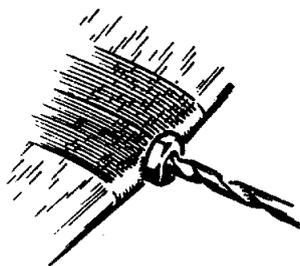
Model Airplane News will give a free one-year subscription (or one-year renewal if you already subscribe) for each idea used in "Hints & Kinks." Send rough sketch to Jim Newman, c/o Model Airplane News, 837 Post Rd., Darien, CT 06820. BE SURE YOUR NAME AND ADDRESS ARE CLEARLY PRINTED ON EACH SKETCH, PHOTO, AND NOTE YOU SUBMIT. Because of the number of ideas we receive, we cannot acknowledge each one, nor can we return material.



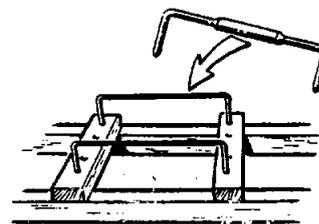
This simple dummy servo allows radio installations to be planned, mounting holes to be drilled, and pushrods to be adjusted without the inconvenience of trailing servo leads. Make these to match your servos in size and with hole centers the same. Be sure the servo arm is glued on exactly at 90 degrees to the fore and aft axis, i.e., centered. *Dennis Bryant, London, England.*



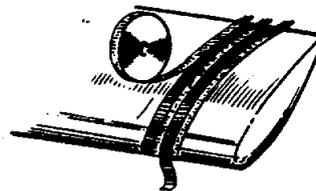
Occasionally you will receive a fiberglass fuselage from the maker with a warp, dent, or ripple in the sides. This can usually be eliminated by heating thoroughly with a MonoKote gun and applying pressure from the inside with your hand. An oven mitt or wadded cloth is a convenient way of applying the pressure over a larger area. *Bob Janulis, Chesterton, Indiana.*



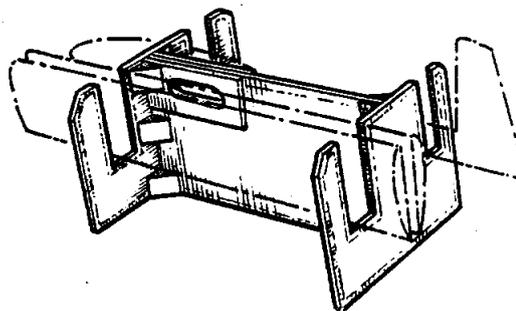
Drilling the hole for the leading edge dowel can be a difficult chore because of the tendency for the drill to wander off course. Select a nut that fits the drill closely, then temporarily glue the nut to the leading edge. The nut now acts as a drill guide and can be cut away after drilling. *John Nohrden, Santa Cruz, California.*



If you prefer to mount servos on rails instead of on a servo tray, a pair of these simple bent wire gauges will allow the rails to be accurately positioned while gluing, without the inconvenience of using the actual servo. The arms of the wire must match the hole centers of your servos. It will be easier to make each gauge in two pieces with a brass tube coupler, adjust for correct length, then solder together. *Fred Schmidt, Livonia, Michigan.*



Applying plastic trim stripes can be tricky, the most difficult part being to achieve truly parallel spaces. Here is the answer! After each stripe, apply a strip of the appropriate-width masking tape before applying the next stripe. The tape acts as a spacer and is removed once all the stripes are in place. In fact, there is no reason why the tape should not be re-used afterward. *Eugene King, Buffalo, New York.*



Here is an inexpensive and easy way to make a carry caddy. Use 1/4-inch foam board, wood corner blocks, and white glue. Cover all exposed edges with masking tape. Note the doublers for the carrying handle that's situated at the balance point. *Steve Felker, Stone Mountain, Georgia.*

MELT

The Manned Space Center Radio Control Club

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President's Corner (Continued From Page 1)

members, and that member would be responsible for this guest.

The three monthly drawings for checks of \$50 has been discontinued, and in its place we will have a draw at the Christmas Party for six prizes. These will consist of checks for \$100, \$50, \$25, \$10, \$5 and only those people who have attended at least six meetings starting with the January meeting will be eligible to have their name in the hat. If you want to be in the running, be sure and sign the register at the door when you attend meetings.

Steve Rothstein assures me that plans for the Scale Contest are moving along nicely and the he already has a selection of prizes—of course we still need volunteers. We have decided to hold a B.B.Q. with free eats for all the people who enter the contest and the volunteer helpers. Of course all members are invited and we hope it will be an enjoyable evening after the days competition.

One last item before I close. Dave Thomasson and Ivan Bonebrake, both very experienced and good builders, have kindly volunteered to run a building class for those of us who have not reached their level of proficiency. If you are interested, please contact them at once.

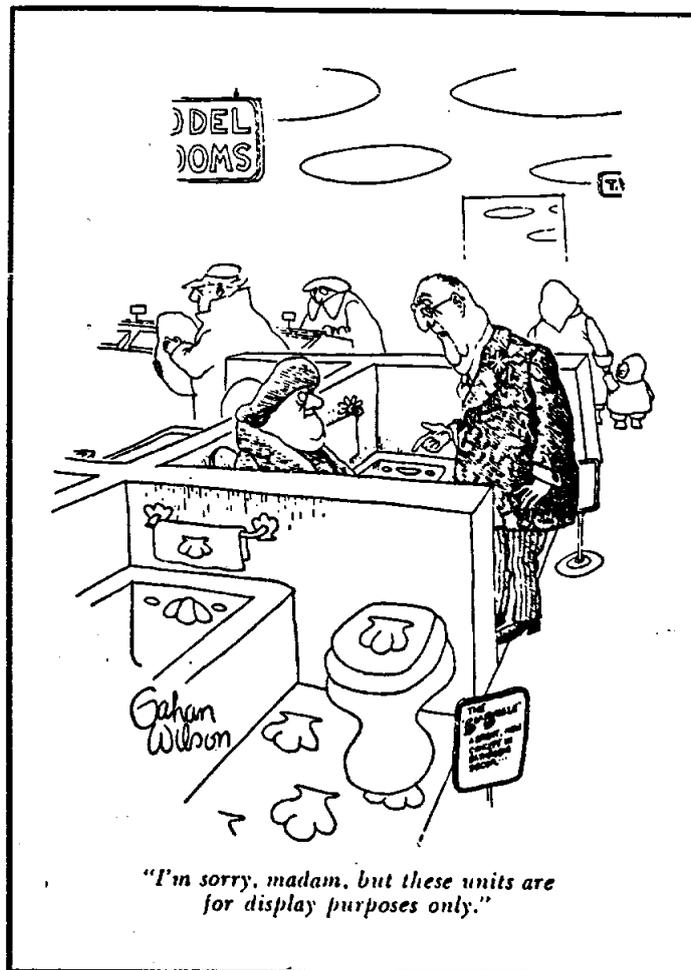
That's it for another month, enjoy your flying and do it safely.

Yours Faithfully,

Capt. Jon V. Vincent

Just in case you might want to contact the editor of this newsletter, you can do so to the return address on the outside, or call me at 532-1167.

Tim Bond



From the Editor's Desk:

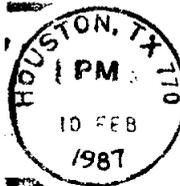
Well, I'll try once more to get some input for this newsletter.....

A couple of people gave me some information at the meeting to put in the newsletter, but they probably have noticed that it's not here. The reason is simple, I didn't write any of it down at the time (my mistake) and forgot who gave me the information!

Please write down what you want me to put in and mail it to me, or give it to me at meetings (word for word). I'm really just an editor, and barely have enough time to get this newsletter out as it is! I also have a short memory....

This policy goes for all input to the newsletter—give it to me in writing.

Anyway, send me something to fill white space!!



The **R/C** *Flyer*

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