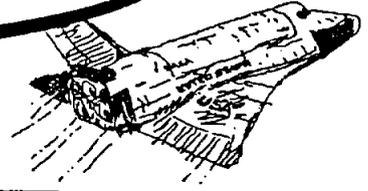


The **R** **C** Flyer

March 1990



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

WHAT GOES UP ...

Well, I didn't follow my own advice last month. One of my latest models went up, but it came down in a coffin. Memorial services were held shortly thereafter. At least it was spectacular...

Anyway on to club business. Last month several topics were discussed. I'll hit on the major ones, but you should read the minutes of the meeting for a quick overview. I would like to thank Charles Copeland for working on the field sweeping. Hopefully NASA and Pan Am will have that done soon. One thing discussed has me very concerned. It seems that the concern for safety and consideration for others has diminished noticeably during recent time. This is not a good trend. There is to be no flying over or near the pit area and if there is someone in the flying area for any reason, get someone to remove them or give them time to retrieve their plane, but you **STAY AWAY** from them!!! A 7 pound aircraft moving at 50 MPH (a typical trainer) won't just hit you, it will go **THROUGH** you!! Treat your aircraft with the respect it deserves and we may all live a little longer. If you see someone flying somewhat recklessly, please politely ask them to be more careful and considerate. If that doesn't impress the person, then contact Dave Hoffman or myself. Occasional infractions are to be expected, because nobody's perfect, but repeat offenders will be dealt with. I don't want this club to turn into a "Tattle Tail" club, but I do want it to be a safe one. Enough said.

Now from one soapbox to another... We desperately need someone to oversee the organization of the Scale Contest in May. It is coming up fast! We need to have a volunteer **THIS MEETING!!** You don't have to have experience, just the desire to do the work. You don't have to do it all yourself either, you just

NEXT MEETING
THIS THURSDAY
March 8th
at 7:30 PM
in the Clear Lake Park Building

FUTURE MEETING DATES!

To help with your plans for the rest of the year, included below are the dates of the remaining club meetings:

April 12th
May 10th
June 14th
July 12th
August 9th

September 13th
October 11th
November 8th
December 13th

have to make sure the work gets done. Dave Thomasson is willing to give advice and names of past contacts, but we need someone to get the ball rolling. The organizer would be responsible for gathering volunteers, making sure the flyers are made and distributed, contacting manufacturers for donated goodies, coordinating activities with the Prop-Nuts, making sure the facilities are ready, making the pilot information packs and scoresheets, and any other odd job that may appear. I already know of some people that are willing to help with the busy work, but I need an organizer to get the job done.

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MINUTES FOR THE FEBRUARY MSC/RCC MEETING

On February 8, 1990 at 7:40 pm the MSCRCC monthly meeting was called to order by president Mike Goza. The minutes of the previous meeting were accepted as printed in the newsletter.

Old Business:

The new field passes are out. The 1989 passes are no longer valid.

The new phone list has been published. Any corrections should be directed to Dave Hoffman.

Charles Copeland met with Pan Am and NASA personnel to discuss cleaning the pebbles on the flying field. Pan Am and NASA do not believe it will be a problem to sweep the field, and will contact Charles when the work is to be done. Charles expressed his appreciation to Paul Ellis for his help. The field clean up day for weed eating and line painting will be discussed after the field is swept.

It was suggested that pilots show courtesy to other pilots with planes that require the use of long runways for take-off and landing. These pilots should be allowed to take off and land cross-wind on the long runway, after stating their need to the other pilots. It was also suggested that instructors show an increased emphasis in teaching students how to take off and land in cross wind conditions.

Houston has been officially made the site for the National Fun Fly on June 1-3. It is estimated that 2-3 volunteers from every Houston area club will be needed. Craig York will have more details about special labor requirements after the next HAMCI meeting.

New Business:

The scale contest is set for May 12-13. The Prop Nuts will furnish the field and perform field maintenance, MSC/RCC will provide the money and workers. It was voted that the club would hold a raffle at the contest for a radio. This radio will be purchased from Ivan Bonebrake and Dave Thomasson. Many volunteers are needed as scale contest workers and pre-contest organization. A list of tasks will be published in the next newsletter.

The problem of inconsiderate flying was discussed after a club member mentioned a experience with a pilot flying low passes over peoples heads and not yielding to pilots who were landing and taking off. If anyone experiences any inconsiderate flying, they are to give the names of the offender(s) to either President Mike Goza, or Safety Officer Dave Hoffman. A possible system consisting of a public reprimand and loss of flying privileges for offenders was proposed.

Any contributions to the newsletter are welcome and would be greatly appreciated. Interested members should contact Joe Kastetter.

Craig York volunteered to bring refreshments for the March meeting.

Preston Hunt demonstrated his wing building techniques as entertainment.

Treasurer's Report:

Treasurer Dave Hoffman reported for January/February:

income	\$139.00
spending	\$246.00
balance	\$4101.00

Model of the Month

Model of the Month was won by Darrel McGregor for his Sig Cougar.

The meeting was adjourned at 9:15 pm.

Secretary
Sharon P. Goza

It's a matter of taste

(OR, ARE YOU READY TO DYE??)

by an anonymous donor

Is there any trace of the "artiste" in you?.....or do people refuse to eat your Easter eggs?? Do you nearly regurgitate at some of the paint schemes that win at Toledo: great technical achievements, but aesthetically revolting? And how about the other end of the spectrum - the school of "let's use up all the left-over MonoKote scraps." For those of you who do want your latest Baleful Bird to look as good as possible without putting in 1000 hours of final finishing, here is a tip: plain ordinary RIT or other dye will color nylon parts! Stop and think - don't you really notice those huge, ugly white control horns stuck against a brightly colored surface? If so, then the following cheap, easy, and quick procedure will improve things considerably.

Firstly, wash the parts in soapy water or alcohol to degrease them. Put enough water in a small pan to cover them when they are held in a kitchen strainer. Heat water fairly hot (not nearly boiling) and add about 1/2 to 1 teaspoon of the powdered dye. Stir it up and set the strainer in it. Now, if you want something very light like gray or silver, then leave it only about 10 seconds. Rinse under the faucet and check. If not dark enough, repeat until the parts are correct. For saturated red, blue, & etc., the time is considerably longer -- you can also increase the amount of dye in these cases. For parts that are not nylon, you are on your own. An EK switch actuator arm, for example, didn't seem to absorb the dye much at all and it took about 10 minutes with a strong dye to color it. When finished, hold the parts up against the airplane and see how they almost "disappear." In addition to control horns, do remember to dye the hinges, tail wheel brackets, and plastic clevises (oh, heaven forbid!). Make hinges the color of the top of the airplane ... then when you and others stand around looking down at it, you won't see white hinges on the red wing and ailerons! You'll be surprised just how much improvement 10 minutes of effort can make. As for cost, one box of dye should last about 5 years unless you need big pots to do nylon props ... or maybe your underwear! In any event, I'm sure

"You'll be glad you took the time"

WHAT GOES UP ...

(continued from page 1)

In order to help the prospective organizer, here is a list of positions that need to be filled with volunteers. No experience necessary, just a willingness to help...

- 9-12 Flight Judges
- 3 Static Judges
- 2-3 Safety Inspectors (checks aircraft flight worthiness)
- any# Transmitter Impound people (freq. control and transmitter storage)
- 2-3 Concession Stand people (cooks, money takers, etc.)
- 1-2 Raffle Ticket people (sells tickets)
- 1-2 Flight Line Runners (i.e. score sheet runner and gopher for judges)
- 1-2 Parking Attendants (keeps rampant cars in line)

Most of the jobs can be done in shifts by multiple people who want to fly in the contest as well. The hardest people to get are the static and flight judges. The static judges critique the accuracy to scale of all aircraft in the competition. They should have a fair knowledge of many aircraft, a keen eye, and be there both days. the flight judges have to be there for one round of flying at least and be consistant in judging the flying. Experience is not a prerequisite. If we can get enough volunteers early, then we will have a judging school day at the field before the contest. I will discuss the details of each job at the club meeting or you can call me later, but let's get some sign-ups now; especially for the organizer position!! I will start the ball rolling by volunteering to be a flight judge now.

That's it till the meeting. Remember, do what I say, not what I do, and you won't create craters in the ground...

Mike Goza

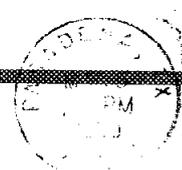
----->
 "This basic kit contains the finest Sitka spruce
 in its natural form...."



The **R/C** Flyer

c/o Joe Kastetter
 827 Baronridge Drive
 Seabrook, Texas 77586
 (713)326-5216

JOSEPH W. KASTETTER
 827 BARONRIDGE DR.
 SEABROOK TX 77586



FUEL 

- Jim Brock 334-1715
- John Campo 488-7748
- Don White 488-1024

Jim Brock now has a supply of 10% fuel which has 3% castor oil with the remaining lubricant made up of synthetic lube. If you need 10%, call Jim.

INSTRUCTORS:

- | | |
|------------------|----------|
| Dave Thomasson | 471-0642 |
| Dave Hoffman | 479-1945 |
| | 476-5206 |
| Dennis Smerz | 482-9431 |
| Mike Goza | 554-4016 |
| John Campo | 488-7748 |
| David Fennen | 326-4719 |
| Ken White | 332-6898 |
| Charles Copeland | 532-1570 |