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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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David Tadlock

News from the field: It is nice to see Brian Morris back at the field with that new diesel conversion. He and Jeff Longmore were really having fun adjusting the carb and compression. Jeff was heard saying something about the smell of ether bringing back good memories from England and the diesel in wide use there. Brian seems quite happy with both the quietness of the diesel and also how strong it is for the displacement of the unit.

My 100 inch glider is carrying a new thermal sensor. This unit couples into the rudder to show you whether your plane is in lift or sink by which way the plane steers. The theory and the advertisement say that it steers but they don't add the additional information about what the plane does in response to such steering inputs. The glider likes to ride the air when it is trimmed for straight flight. In a turn, the fuselage is sliding through the air and creating a lot of drag. The rudder is creating a lot of drag. The wings are tilted over and losing lift. If the plane is in fairly good lift this is okay. Hopefully, the lift overcomes the losses and the plane gains altitude. But, when there is sink -- Katy, bar the door! The same things happen to cause the plane to lose altitude, the thermal sensor senses sink and the "dive" and commands a stronger bank. The spiral dive is spectacular but not very helpful. I am enjoying learning how to use  
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## Words From The VP

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Ed Copeland

Thanks to Charlie Stevens for last months entertainment. I had never heard the one about reducing vibration by aligning the prop 90 degrees away from the crank counter weight. I am looking forward to a chance to try that.

Next Meeting  
This Thursday  
March 11th  
7:30 PM  
Clear Lake Park Building

Next months entertainment will be Bob Noser and perhaps Tom Street to talk about big birds and the Top Gun Invitational. I hope we get a close up of one of their fabulous airplanes.

Congrats to Jon Vincent for bringing in his new airplane for us to see. Those landing gear were very interesting. He did a nice finish job and solved one of my biggest problems with ducted fan model aircraft; how to get the engine on the outside where I can mess with it. Somehow I never thought of that one. I hope I get to see it fly.  
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# Minutes from the February 1993 Meeting

Resha Hill - Secretary



David Tadlock called the meeting to order at 7:45 pm. The minutes of the previous meeting were accepted as published in the newsletter.

### Old Business:

-Members were urged to write to their Senator, Congressmen, and the FCC concerning the frequency restriction, NPRM- Docket 92-235. It was suggested that when you write to the FCC, double space the letter and send 12 copies. Deadline is February 26.

-The club members would like to receive the newsletter earlier. Need to get postage and labels released earlier, so the newsletter can be mailed earlier.

### New Business:

-An informal agreement has been offered by Clear Lake Hobby Center (Isaac) for the club's consideration to purchase club fuel at a discounted rate. Fuel would be purchased on an individual basis and the price would vary according to the type of fuel bought. Members present at the meeting decided that the club should check further into it before making an agreement. Wayne Green and Tas Crowson have volunteered to take the action of bringing more information to the March meeting for further discussion.

-A motion was made and accepted to buy 60 gallons of Rich's fuel to take the club members through Spring.

-The sign at the flying field is really in bad shape. Resha Hill volunteered to get estimated costs for repair or replacement. Those present at the meeting elected to let the club officers take care of this action.

-A contest committee was formed. Members on this committee are: Jerry Hajek, Don Fisher, David Tadlock, and John Campo.

-A discussion was held regarding the

possibility of taking old "no longer qualified radios," and modifying them into buddy boxes for training.

-John Kiker expressed his concerns about members following the club safety rules, and emphasized that there is no margin for error. In addition, he made a recommendation that he and David Tadlock visit the Director to see what long-term plans have been made by NASA for the flying field area.

-Something to think about! John Kiker has asked club members to think about participating in activities that will contribute to the benefit of the modeling world and of others. Volunteers for support and ideas will be solicited at the March meeting.

### Model of the Month:

A "Hawker Hawk" shown by Jon Vincent was unanimously voted as model of the month. The Hawker Hawk weighs in at 6 lbs and has a HB40PDP Blitz engine. The kit is priced at \$70.00 and takes 2 to 3 weeks for delivery from England. Jon claims that the kit does not come with building instructions, but with building suggestions. If you are interested in acquiring the kit, Jon can get details to you.

### Entertainment:

Charlie Stevens kept us entertained with an interesting session on big gas engines.

Refreshments for the March meeting will be brought by Jeff Longmore.

## The R/C Flyer

EDITOR

Jerry Hajek

ASSEMBLY AND POSTING

Daniel Hamala

### THIS MONTH'S ARTICLES

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. "Support Your R/C Flyer"

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this tool. Like a fancy new radio, it can sometimes decrease the performance until you learn how to use it. The on-off switch which plugs into an unused channel has proved vital to my learning. As I learn more, I'll report more.

(VP from Page 1)

Builders Hint of the Month - I got it all wrong last month in explaining the construction of the access panels on Charle's big Spitfire. It was not the light weight glass cloth. It was 6 ounce per yard, and there were three layers of it, not one. Also, the epoxy used was the structural stuff and not the epoxy paint. No wonder it didn't work for me.

I built a foam wing core cutter, however, and that works great. The trick is the combination of wire gauge and current. I tried several types of wire including nichrome, steel, nickel-(something) and stainless steel. I got the best results, by far, using ordinary stainless fishing leader, purchased at the local Academy in League City. It is cheap, readily available and comes in diameters ranging from 14 mil to 29 mil. I got good results with the 22 mil. For power I am using a cheap 12 volt, 15 amp auto battery charger. It came with no current adjustment and no off/on switch. I found a 150 watt 10 ohm rheostat at the EPQ on Hwy 3 for \$7.50. The bow is a piece of 1x3x48 white pine with 5/16" steel rods through each end, the thick way, each at a slight angle, so that by driving the rod further into the bow the wire is automatically tightened. The 22 mil wire draws about 3.5 to 4 amperes at full voltage, which is slightly above 12 volts, so that I have a little headroom for current adjustment. The wire is very stiff and will withstand considerable tension. This is important in getting accurate cuts. Call me if you would like more details.

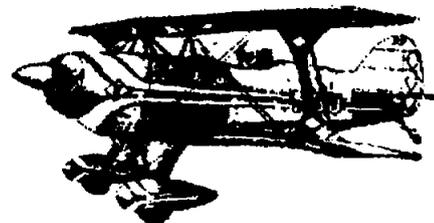
Builders "NOT" Hint of the Month - Do not try to cut straight foam wing cores from warped foam. Sounds obvious but on the other hand the wire is straight, and if the foam is not forced so that it is unnaturally deformed the core should come out straight (theory). It didn't. I can't explain why it did not work

but straight foam makes straight cores. Oh well!

Charles built his own vacuform machine and has pulled some beautiful canopies for his Spitfire. The machine was a bit more expensive than we had hoped because the only thing we were able to locate for the perforated base was electronic breadboard. It has adequate area for the air to pass through but the holes are very small, the material is rather weak and he spent over \$30 for a marginal amount of it. Since then I have located the "right stuff". It is a 24 inch square pegboard looking plastic thing but the holes are much closer than ordinary peg board and it is reinforced with ribs for structural strength. It is sold as a kitchen pegboard for hanging utensils and costs \$7 at the container store (I found it at the one on Post Oak).

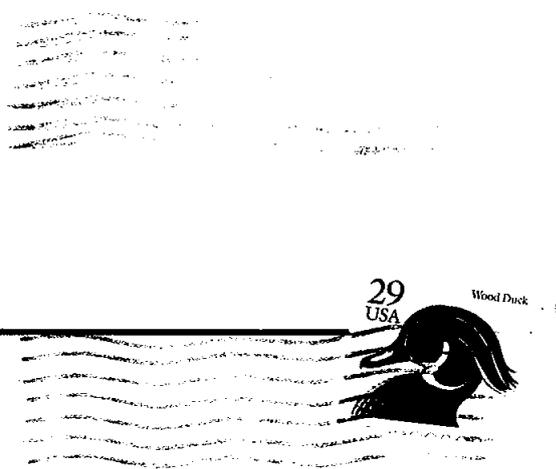
CAD Tip of the Month I have received my new DesignCAD update version 6.0 . At first I did not like it. It is a major departure from earlier versions in several ways, but primarily in that it no longer has "BLOCK"s. BLOCKs were ways of defining parts of a drawing that one may want to move around the screen, or scale, etc. These are replaced by "GROUP"s. The advantage is that whereas a block had to be rectangular in shape, now any shape can be a GROUP. Also, the file format is changed from a readable "ASCII" format to a binary format which is not directly readable. This is to allow for a significant reduction in the time it takes for a file to be saved or accessed. Well, I have not learned enough about it to use it which means that, so far, I don't like it (human nature). But I talked to Bill Windsor at "Windsoft" and he said it is better and I should learn to use it. How old do I have to be to be allowed to be totally stubborn?

Hope to see everyone at the next meeting.



## The *R/C* Flyer

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March 1993

### Fuel for Sale

Jim Brock 334-1715  
John Campo 488-7748  
Charles Copeland 532-1570  
Tas Crowson 474-9531  
Don Fisher 474-9531(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)  
David Fennen 557-5866  
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) 246-4472(W)  
David Hoffman 476-5206(H) 479-1945(W)  
David Tadlock (Glider) 481-5227