



March 1994

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

President's Corner

Ed Copeland

It was a good gathering that we had last month, sorry if you missed it. We now have a way to recognize the construction and decoration efforts of our novice builders in a manner that should encourage participation at both ends of the spectrum. Randy Rich has offered a complementary gallon of fuel each month to the winner of the novice airplane of the month. We wish to thank Randy for this encouraging gesture.

The report from the fun fly sub-committed was encouraging along with the comments, suggestions and the general discussion that followed. Dave Hoffman offered to be the lead in the glider category and Mike Goza will organize the choppers. Hopefully we will get some spectator support from among the membership from those of us who do not compete. I, myself, would like to see the choppers but I definitely do not chop. There will be another report at the March meeting, provided that the fun fly team has an opportunity to meet, and we hope to have a sufficiently mature recommendation that the club will be able to approve a plan.

The new airplanes this month were good to see. Again, I would like to encourage us all to bring even the partially complete, renovated, conceptualized, any shape projects to the meetings where there will always
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Words From The VP

Ray Randolph

Things Going On - The initial meeting of the "Fun Fly Committee" took place and the plan is to have an event for airplanes in April on the weekend following the monthly club meeting. At this time, we are hoping to have one event a month from April through October with events for planes, helicopters, and gliders being rotated. This is an ambitious schedule, but the first step has been taken to get "the show on the road". Don Fisher will be providing updates and details as the events draw near.

**Next Meeting
This Thursday
March 10th
7:30 PM
Clear Lake Park Building**

The report from the Hi-G folks (specifically Dean UMBERGER at the February meeting) is that the Galveston Air Races in May are gaining momentum and will become a prominent annual event. Prizes and numbers of contestants are getting big!! Dean is soliciting the help of club members to volunteer to help with: timing, judging, technical evaluations (weights & sizes, etc.), impound, computer input, tickets, etc. Anyone that wants to be included should contact Dean at (713)544-3445 and let him know the
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Minutes from the February 1994 Meeting

Resha Hill - Secretary



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

Old Business:

- The frequency tree/box now has wheels. It is can be moved but will probably take two people.
- New 1994 HOT PINK badges are in.

New Business:

A yellow and green camping tent that was stored in the field flight box has been removed by Don Fisher. If it is yours and you want it, contact Don.

-The first powered plane fun fly will be held in April the weekend after the club meeting. The committee plans to meet again to organize and schedule events and will share information at the next club meeting.

-Ritch's Fuel has offered to donate some fuel as awards for winners of the Fun Fly events.

-Keeping the field clean should be everyone's priority. It was mentioned that everyone needs to work a little harder at keeping the field clean.

-A discussion was held about moving the flying start time from 5:00 pm on work week days to 4:30 pm. It was mentioned that if the door is opened on building 14 to check with someone in the facility to make sure they are not using the range.

Model of the Month:

Carl Lane impressed club members with his Tiger 2, sporting an OS 40 engine. Carl covered his plane with 21st Century Coverite fabric in Club Yellow and with a checkered board Red and White bottom. He says it is ready to fly and will be using an Airtronics 6-channel radio.

Entertainment:

Dean Umberger shared information on the upcoming Texas Unlimited R/C Air Races scheduled for May 10 through 15 at Galveston. Dean is asking anyone interested in volunteering their services to help out at the event should contact him and/or sign up at the March club meeting.

Refreshments will be brought to our March meeting by Ted White.

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"

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be some interest. Thanks to Dean Umberger and associates for presenting the informative update on the racing activity scheduled for May in Galveston. It seems as though those guys have set their sights on a major event and are preparing for same. Dean made a plea for help if any of us are available to volunteer, and the jobs are many and varied. It should be a fun event. The presentation on the big Mustang with the Lear wing was great and should produce a magnificent aircraft. The video was very entertaining and generated some interesting impressions. I noticed that virtually every takeoff offered a vivid demonstration of the immense torque of those engines. Almost every takeoff could be described as a sharp turn to the left followed by a leap into the air. It was almost as if the pilot first tried to correct for the torque effect and when that didn't work simply relied on fantastic thrust to jerk the thing off the ground. Landings seemed to be every bit as exciting. The best landing I saw was Diago Lopez' Mustang, in some kind of trouble as I recall, making a perfect twowheeler ending up on the runway (not the case in most landings). If you have ever seen the full size Reno jobs compete you probably noticed that the popular tactic seems to be to fly low on the straights and pull up sharply on the turns to both bleed off speed and to clear the pylon without having to throttle back. I didn't notice much of this in the scale aircraft and there was more than one argument as to who owned the air space occupied by the pylon. As a matter of fact there was at least one argument over air space NOT occupied by the pylon

Reliable sources have it that Kirby Hinson has been setting a pace in the Texaco competition world with one of his airplanes. I am not sure whether it is his own design the *(continued on page 3)*

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one he brought to show us at the meeting, or the Bowden. We should ask for a first hand report. Hope you can make the meeting Kirby, and tell us about it.

Softland presented its first product demonstration to a small group at Kingsway RC Feb 8. Charles and I briefly covered the basics of drawing fuselage sections, fuselage side elevation and plan views, a wing plan view and matching ribs and our new stringer and notch module. We are continuing to develop this approximately one hour presentation and are working toward a video tape. If any one would like more info please call either one of us.

—See you at the field—

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whos and whats. They are also lining up accommodations in Galveston for folks that might want to stay on the island for the six days of the event.

We now have a novice category for the "Model of Month" competition. I'm sure Ed Copeland has addressed this in his column, so I won't reiterate. The criteria for "Novice" is "having never won model of the month." I hope this works out so we don't have "Master Builder Novices" going up against "Novice Novices."

Mini-Product Review - I recently used a Top Flite "Smart Cut" tool on my Cherokee (I know -- not that plane again). Well, this is a handy gadget for making clean straight edge cuts and precision overlaps. It also follows curved cuts for wing tips and stabilizers. The basic tool is a holder that mounts two #11 Exacto blades in a cutting position with the 1/8" pointed tip of the blades exposed. This gives cut direction flexibility and a snap-on adapter provides 1/16" or 1/8" inch overlap cuts. This is a good tool -- but! be extremely cautious when picking this tool up. You can get stabbed by the exposed points. Also - if there are small fry that might somehow get ahold of this thing, it could prove dangerous -- put it in a secure place or take the blades out when not in use. A basically good tool - cheap (\$8.95) and a real covering help.

Cherokee Update - the plane is a real "pussy cat" to fly. Very stable and slows to a walk for landing. The Enya .53 4-cycle is more than adequate for power and it sounds ---- well, you know ---- slick.

Meeting Entertainment - I think the vintage aviation and war bird buffs will like this months entertainment. Mr. E.

F. Kranz, who has recently retired from his NASA post as JSC Mission Operations Director, has agreed to tell us (and show us) about his new career as a flight crew member of the "Lone Star Flight Museum". Over the past several months Mr. Kranz has traveled the flight circuit of planes and air shows and has some inflight video of these events. I think it winds up with some formation flying of B-17s at the Oshkosh show. Should be a dandy meeting event. (PS - "Lone Star Flight Museum" is the politically correct name for the "Confederate Air Force".) Gee Ed, looks like we need the VCR and monitor again.

—See you at the meeting—

"Youth Involvement Program"

by Michael Laible

I'm sorry I missed the last meeting and was not able to report on the progress of the youth involvement program. Believe me I would rather have been at the meeting instead of changing a hot water heater. Anyway, I thought I would share some of my results and clarify my intents.

My idea was sparked by Fred Reese's article called "Where have the kids gone", featured in the AMA magazine "Model Aviation". The article discussed an educational curriculum for students of the age 10 to 13 years old. It featured model building, not just a day at the field with buddy boxes. Since then I have been in contact with Mr. Reese and discussed some of his lessons learned with the project. In addition, I have presented the idea to the Seabrook Parks and Recreation Board to use the Seabrook Community Center and park to hold the educational program. The board was extremely excited and wanted me to pursue the idea.

Mr. Reese eluded to the fact that his program was tailored to be taught as a class at the local high school. However, he felt that a streamlined program could be held on 3-4 consecutive Saturdays for about three hours each Saturday. My idea was to build a glider and teach the fundamentals of flight, progress to a .049 control line, and then wrap up with a trip to the field with buddy boxes.

That's all I have for now. I can't wait to discuss this at the next meeting.

The R/C Flyer

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March 1994

Fuel for Sale

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

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John Campo 488-7748
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Wayne Green (Heli) 484-3151
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David Hoffman 476-5206(H) 479-1945(W)
David Tadlock (Glider) 481-5227