

The News Letter of the Manned Space Center Radio Control Club

President's Corner

David Tadlock

Oh where, oh where, have the plane builders gone, oh where, oh where can they be? At the club last time it was so bad -- how bad was it? -- It was so bad that Brock, fisher, Hoffman and Tadlock made paper airplanes for the model of the month contest. Even after a flight demonstration, there was not a trophy awarded. This tough crowd is waiting for your new plane. Please bring it next time. Don't be bashful.

News from the field: It is fun seeing one of the glider instructors learning acrobatics with his aeromaster biplane and how many times the excellent flight characteristic of this kit saves the pilot from himself. On one recent flight, the pilot was trying an outside snap roll with too slow of an entry and wound up with a nice spin. The pilot thought that since it wasn't going to snap, he would just give it reverse aileron and go back up and try again. Much to his surprise, the plane stayed in the spin - could it have been the full rudder and elevator that were still being held? When there was no response to the aileron, the pilot thought he was having radio problems as a result of several successful snap rolls just prior. After another rotation of the spin the pilot came to his senses long enough to release the sticks entirely just in time to see the plane immediately exit the spin into a nice straight diving descent which the pilot immediately flew back up to a comfortable
(continued on Page 3)

Words From The VP

Ed Copeland

Thanks to Dean Umbarger for providing the entertainment on the subject of the North American AT-6 Reno style race planes and the upcoming Reno activities at Scobee Field. As I mentioned in the introduction it was not with the idea of encouraging any attempt to fly these things at MSC but I am sure we are all grateful to have such a very good field for the limited types of flying activities we can pursue. And I don't mind going to more suitable fields for the rest. I hope we are able to get a few volunteers to help at Scobee with the idea that promoting special events in our area cannot help but profit all of our interests.

Next Meeting
This Thursday
April 8th
7:30 PM
Clear Lake Park Building

Next months entertainment will be Bob Noser, who was scheduled for last month but asked to be re-scheduled. Later in the year we will have Jim Brock talk about his new giant scale project and scale documentation, David Dale will tell us about aircraft fabric and other
(continued on Page 3)

Minutes from the March 1993 Meeting

Resha Hill - Secretary

David Tadlock called the meeting to order at 7:35 pm. The minutes of the previous meeting were accepted as published in the newsletter.

Old Business:

-Information was brought by Tas Crowson regarding the agreement Clear Lake Hobby Center has offered the club. Fuel cost will probably run approximately \$7.99 Omega castor blend, \$6.99 Cool Power synthetic, 4-cycle will cost \$7.99, and Super Tiger \$6.99. Hobby Center will give the fuel discount to members whose names appear on the list. In order to prevent bad feelings between the member and Hobby Center customers, a valid club badge must be presented at the time of purchase by the member. No badge, no discount. Wayne Green will bring his information to the next meeting.

-After some investigation on converting and using old transmitters as trainers by the club, David Dale shared his thought of it not being very economical and that an alternative solution would be that the club check into the 4 channel FM buddy/trainer box offered by Frank Hobby House for \$19.99. Frank Hobby House telephone number is 1-800-552-1102. The advertisement for the buddy/trainer box was found in the RC Report magazine, which David claims is an excellent magazine and cost \$12 to \$14 per year. Anyone interested in ordering RC Report can call 1-800-648-3931.

-Remember the wrap around safety glasses discussed at our January meeting? David Hoffman is still working to get quantity pricing for at least 24.

-John Kiker did contact JSC and found out that we will be allowed to continue flying at the field, and are currently in good shape as long as we have no problems.

-John Kiker talked briefly on his vision to help young people in education through model airplanes and asked what was the club's vision. A sign up sheet was made available for those who were interested in volunteering to support.

-The sign at the flying field is being worked. Don Fisher has volunteered to help with the sign replacement/repair.

New Business:

-David Hoffman has offered to order pop carts for the club. David has some strict rules (1) the pop carts must be prepaid, (2) individual will be contacted by telephone when carts are delivered, (3) owner of new cart must pick up within 24 hours, (4) after 24 hours and the cart has not been picked up, the property will be considered abandoned and will find its way to the dumpster. David is willing to do this, but we need to get them picked up as quickly as we can after delivery - carts take up lots of space.

-New AMA #? David Hoffman needs to know that you have a new number.

-Name tags for new members should be here in about 2 to 3 weeks. If you have not received your new name tags let David know at the next meeting.

-Car Pass requests are being considered. The Car Pass will have the club member name, but will say non-member. This will be used for persons who want on site (like family members, spouses), but don't want to p lead with the guard. If you need a Car Pass see David Hoffman.

Model of the Month:

Bob Noser was unable to join us as planned due to a virus. Dean Umbarger briefed us on the upcoming R/C Air Races to be held at Scobee Field, and kept us entertained with a Midera Race video.

Entertainment:

No models were shown this month, but a fly off of four (4) paper planes kept us entertained.

Refreshments for the April meeting will be brought by Don Fisher.

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"

(Pres from Page 1)

altitude. This little high adrenalin maneuver emphasized the benefit of altitude and an excellent plane when you are learning new maneuvers. Sure am glad that this is another story with happy ending at the center.

(VP from Page 1)

techniques, Charles Copeland will show us some scale tricks with his big Spitfire as example, and Jim Akkerman from NASA will tell us about an exciting new space delivery system concept. If you have an idea for entertainment please pass it on to me at 326-3166.

Airplane of the month Well, we didn't seem to have any. So, you see, always have an airplane in the car that we have not seen just in case. I know there are some winter projects out there that are just about ready for public approval so please show us what you have.

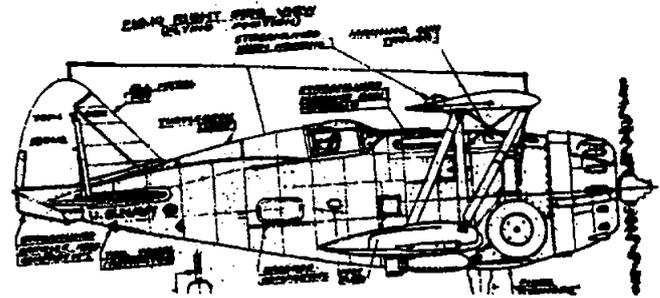
Builders hint of the month I have been looking into those new German gel cells as possible flight batteries for giant scale mechanical retracts. I was pleased to discover that the 6 volt, 1200 mah gel cell is only one ounce heavier than the equivalent dry pack. The bad news is that the constant current chargers are not recommended. The Ace constant voltage charger is the only one that the battery manufacturer recommends. The advantages in the gel cell are that the power curve is flatter with discharge and they have no memory, or other bad habits endemic to multi-cell packs. The cells never work against each other due to imbalance, but only if the unit is completely worn out and the plates have lost their coating. Also, they do not suffer from damage due to polarity reversal due to deep discharge. The discount prices have come down a bit and there is not the large price differential that existed when they first hit the market.

Builders "NOT" hint of the month Do not try to use a Futaba charger on a JR transmitter. The plug is the same but the polarity is reversed. Bad idea. An interesting note, however, concerning JR radios. RCD can provide an FM dual conversion receiver which will work with the JR PCM Century VII

transmitters. This defeats the nasty habit of the PCM going into signal lock. JR will also change the transmitter frequency at low cost by changing the crystal and re-aligning the output stage.

"Airtrails Tales" of the month Did anyone see the program on the NASA channel about the work being done with RC models at Lewis Research Center in designing aircraft to avoid deep stall and resultant flat spin. The NASA model builder built several gliders with pivoted horizontal stabilizers which are programed to break out of deep stall and avert a spin condition. They then built free flying models for the vertical wind tunnel and finally re-fitted what looked like a full sized Piper Warrior for flight testing. The researchers hoped that the next generation of civilian aircraft would utilize some of their aerodynamic research which has proved effective in stall avoidance and spin recovery.

CAD of the month I ordered and received a set of Wyland three views for the Grumman F3F-1 bi-wing fighter circa 1937. I am working on CAD drawings and hope to produce a set of plans for a giant scale (Quadra size) flying model with scale retracts.



Above is a first cut at the fuselage side elevation.

See you at the meeting

The *R/C* Flyer

130 San Augustine
Deer Park, Texas 77536
(713) 479-1945



RESHA J. HILL
2305 RAMADA
HOUSTON, TEXAS 77062

April 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