

April 1995

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

President's Corner

Ray Randolph

Going's On - Well lets see, by now the flying site should be opened and the GPS Testing should be over (I hope so!). The last we heard was that Friday evening and weekend flying was permitted and the testing would be over on Mar. 23. HOORAY!!

The MSC RCC is sending thank you letters to our neighboring clubs for the invitations to fly at their respective fields. This was a most generous gesture on their part and we want them to know that our club fully appreciates their hospitality. Some of the club member took advantage of this offer and thoroughly enjoyed the opportunity to continue flying.

The Youth Involvement Program is moving ahead thanks to Mike Laible and the club members that are actively supporting his projects and flying demonstrations. Nice going guys!

The Club Project is moving ahead and we look forward to hearing about the current status and future plans and goals for the project from the committee. I hope that the club will endorse the efforts of our active committee members and support this project to realization.

Congratulations to David Dale on his Hobie Hawk Glider Model of the Month award!! Thanks again
(continued on Page 2)

Words From The VP

Bill Langdoc

The GPS testing on the antenna range has gone on longer than originally planned, but at least they are no longer testing over the weekend (although they are still going around the clock Monday through 5:00PM Friday). Hopefully by the time you read this, all of the testing will be completed.

**Next Meeting
This Thursday
April 13th
7:30 PM
Clear Lake Park Building**

It sure was good to be able to fly again. I didn't get a chance to take advantage of the offer from any of the area R/C clubs to fly as a guest. (I'd sure like to hear from some of you who did and learn how it was.) So Saturday March 11th was the first I'd flown since the end of January. A number of others were out that morning. I think that we all of us were enjoying both the flying and the opportunity to just see and visit one another.

The club owes a big thanks to Mike Laible for his continued efforts to bring model aviation to youth.
(continued on Page 3)

Minutes from the March 1994 Meeting

Resha Hill - Secretary



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

Old Business:

■ *Youth Involvement* - Bill Langdoc reported on the youth program. Two 8th grade classes were involved in the building of Delta Darts (instructed by Mike Laible), the building took place mid-week. Mike also scheduled March 10 for the Delta Dart flight tests, and then flight demonstrations for both R/C helicopter (by Mike Goza) and fix-wing airplane (by Don Fisher) will follow on March 13.

■ *Joint Club Events* - Ray Randolph recapped the progress on joint events with our neighbor R/C clubs. Discussions have been held with Prop Nuts, Texas City, and Bay Port. After talking with the other clubs, it has been determined that new events do not seem desirable, however established joint events are encouraged. Bay Port Club would like to have a joint event with hot dogs, etc.

Pop Carts - Dave Hoffman said they are still on order.

■ *Club Project* - Brian Morris reported the Distance Record club project. More involvement and volunteers are still needed. The project seems to be gaining momentum.

Rocket R/C Club - Bill Langdoc reported that he has the proposal package written regarding the sharing of the flying site and will present it next week to the appropriate NASA officials.

New Business: None to report

Model of the Month:

Hobie Hawk Sail Plane presented by David Dale.

Entertainment:

David Dale provided information on paints and finishes, fiber glass covering, dopes and fabric, and rib stitching simulation, etc.

Refreshments:

Thanks to Mr. & Mrs. Kirby Hinson for baking and bringing the goodies. Boyce Sterling has volunteered to provide refreshments at our next meeting.

Calendar of Events:

April 8: Bay Port Club Swap Meet and Auction will be held at Tri-Star Aviation at the LaPorte Airport (this is the orange Quonset hut hangar). Admission and bidder registration is \$1.00. Flea market booth \$10.00. Auction commission is 5% of selling price.

April 22 - 23: Prop Nuts Fly In & Flea Market

The R/C Flyer

EDITOR

Jerry Hajek

ASSEMBLY AND POSTING

Kimberly Evans

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"

(Pres from Page 1)

David Dale for providing the detailed information on the subject of model finish/preparation and painting. Nice job, David. Thanks.

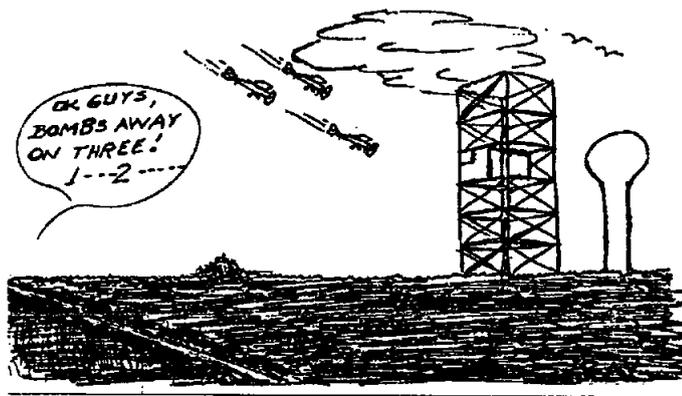
Meeting turnout? Where is it? It seems like the more we try to meet the expressed desires of the membership, the less participation we are having at our monthly meetings. Are all the "invisible" members out there really not interested? I hope this is not the case. But it is a concern!

Special thanks to Mr. and Mrs. Hinson for their wonderful home made goodie refreshments. They were delicious.

(continued on Page 3)

(Pres from Page 2)

Mini-Product Review - There isn't any this month....Sorry, I just haven't tried anything new.



Cartoon - Wishful Thinking!!!!

Project In Work - Lazy Bee Update: I'm installing the radio and connecting the servos. There is still the wing to cover and install the ailerons, but this is just making the time to do it. So far, all the redesigns have turned out fine and the model is going to balance right on the CG. The plane is outfitted with an Acoustic Glow Plug Switch (AGPS) which was purchased from Hobby Lobby International and is the same type of unit that I used on the Cherokee. I have elected to choose an alternate method for wing attachment. I'm using glass-filled nylon wing bolt anchors and nylon bolts, instead of rubber bands. This is a test project to evaluate a new concept in wing attachment (more later as we put the plane in the air).

(VP from Page 1)

Once again Mike arranged for several club members (Mike, Bill Langdoc, Ed Copeland, and Mike Goza) to go to Seabrook Intermediate School to help two classes build and fly Delta Dart rubber band powered airplanes. The kids were most attentive and busy during the two class periods they were building the planes. On the third day when they went outside to fly their planes, the wind was really too high to fly such light models, but they couldn't wait (know the feeling). Mike Goza and Don Fisher also returned the next week with Mike for a flight demonstration of

both a helicopter and airplane. This is really easy to do and we should all get involved to do more such youth projects.

A special thanks to David Dale for the March program on painting and finishing materials and techniques. This was actually the second part of David's presentation that began at the February meeting. David has a lot of knowledge and experience in this area, and again I thank him for sharing it with us.

Attendance at March's meeting was the smallest we've had in a long time. Whatever the reasons, make a special effort to make the April meeting. We will be discussing the proposed cross country project, and have gotten to the point of needing to get a club consensus and approval to expend some club funds if we are to continue. Also we will have a special program. Gene Kranz, former Director of Flight Operations at JSC, will be speaking about the full scale "Renegade Spirit" biplane he is building. Gene is very enthusiastic about his home built project, and says that he has much to share with us.

"Looks Like R/C To Me"

Jerry Hajek - *Editor*



Surveillance System - General Atomic's Aeronautic Systems, Inc. is manufacturing the GNAT-750 Tier I and the Predator Tier II medium-altitude endurance unmanned air vehicle (UAV) system. The GNAT-750 has flown over 40 hours unrefueled and to altitudes over 25,000 ft. The Predator is currently in flight testing, and will be capable of over 24 hour endurance at 500 miles...

Another Endurance Record???

...see what backing and a lot of money can do.

Youth Program

Michael Laible

During March 8th through March 10th the MSC RC Club held it's second youth program at Seabrook Intermediate School. I feel that the second time was an outstanding success and improved from the first time around. Two classes participated in the building of the delta dart and 5-6 classes participated in the flight demonstration (held on March 15). Judging by the number of classes and teachers interested in the flight demonstration, the youth are thirsting for model aviation. I want to thank Don Fisher, Mike Goza, Bill Langdoc, and Ed Copeland for helping out. It was truly an outstanding event due to your help. As usual the flight demonstration day was very interesting, especially the "POOR THING". Both plane and helicopter were big hits to the youth.

It is always hard to quantify the success of Public Relations; however, if one student joins AMA, it was worth it. I know one student from the first class that joined AMA, my nephew.

Items for future consideration: Sponsor a youth of your choice. AMA youth membership is \$15. Lets send a copy of the news letter to Seabrook Intermediate and other high schools for bulletin boards. A School Design Contest.

Well, gotta go. Ray is looking over my shoulder for this article and you know you gotta keep the Prez happy.

FAI Record Attempt Status

Brian Morris

Three meetings of the record attempt committee have taken place and some progress in defining the project has been reported. Ideas/concepts have been flying from every direction. At this stage of planning nothing is being ruled out. However, members did agree that the club should study Maynard Hill's methods in setting the existing record and use his

proven technology where possible. This would include duplicating his engine, fuel, and lubricant because he had over 1/2 tank of fuel remaining at the end of his record flight. He used an OS FS-61 4-stroke engine. The .61 is out of production and a larger engine is not allowed. Don Fisher has an OS FS-61 of his own. Maynard Hill made significant modifications to his engine to improve economy and reliability. Don may not want to sacrifice his engine for the project, but he has volunteered it for baseline testing.

The fuselage and airfoil may be something we can improve upon. David dale brought a Jim Ferris built racing sailplane to the second meeting. Jim offered the sailplane for our use. It certainly looked like a fast, low-drag plane but the wing was a bit too heavy under the guidelines we are working to. Ed Copeland is researching airfoils that we might use. There has been some discussion of control requirements, telemetry, testing, parallel development efforts in areas of uncertainty, and logistics.

The flight logistics, including communications bear some looking into. Maynard Hill's crew were all ham radio operators and they used vehicles equipped with radios to coordinate their travel, Pit stops and landing field preparation. We need similar capability.

The more we discuss the project, the more we realize the size of the effort ahead of us. We will need a lot of members doing a lot of things in parallel in order to pull this off in a timely fashion. In my opinion, 1995 is out of the question. If you have any interest in becoming involved, come to the next club meeting and sign up to be a part of it. It promises to be a lot of fun from start to finish.

NOTICE: Club members attending the april meeting will have the opportunity to vote on the issue of committing club funds to the FAI Distance Record Attempt. This project hopefully will involve most of the active club membership in some capacity. If we are successful we will request that the record be credited the club rather than the pilots involved. Be at the meeting and cast your vote on this important issue.

The R/C Flyer

412 W. Pasadena Blvd.
Deer Park, Texas 77536
(713) 479-1945



RHSHA J. HILL
2305 RAKADA
HOUSTON, TX 77062

April 1995

Fuel for Sale

Jim Brock 334-1715
John Campo 488-7748
Charles Copeland 532-1570
Tas Crowson 474-9531
Don Fisher 474-4942(H) 483-2157(W)
Wayne Green 484-3151
Don White 488-1024

Instructors

John Campo 488-7748
Charles Copeland 326-2360
Paul Ellis 480-3839(H) 488-9878(W)
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) 246-4312(W)
David Hoffman 476-5206(H) 479-1945(W)
David Tadlock (Glider) 481-5227