
THE R/C FLYER

Volume 23, Issue 4

April 1999

Next Meeting - April 8, 1999 at 7:00pm - Clear Lake Park Bldg.

From The Editors Desk

By: Preston Hunt

It's hard to believe that another month has come and gone. It seems like just last week that I was writing the March newsletter. And to think, spring is upon us. Longer days and more flying time. Right? Well, I know this much, we have a fair amount of students in the club right now. I would like to welcome all of the new members to the club.



In The Pits

By: Mike Liable

Sorry I missed the last meeting, but I was detained otherwise. I left a packet for Preston to present but somehow the authorities (Park attendant) thought otherwise. The packet contained all the spread sheets and flying events for the March fun fly. What it also contained was the recommendations for prizes (for the members at large to vote on) and the notice that I would not be able to CD the event if delayed to the next weekend. Well as it turns out it was delayed. Thanks to Herman Burton for getting the information to Joe Parlanti prior to the weekend. So I hope everyone had a great time. I did, I was flying my float plane off of Lake Dourbane. It was rather enjoyable and is really a neat aspect of flying.

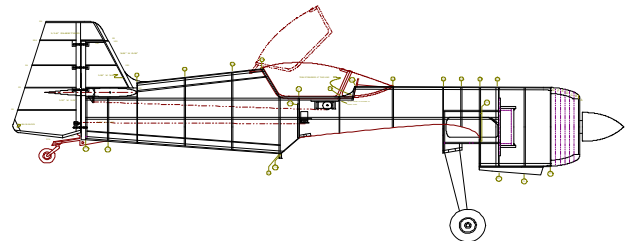
Now, for the big bird scene. It seems that I have made some progress in landing the old big birds. I have had several good outings with the Bearcat. In fact I have gone five flights with the same prop and hopefully will make several more. I think I have worked out all the bugs and look forward to a fun summer flying season. I still am getting the thrill on flying this bird.

I do want to mention something that has been quite the learning experience. I took the model out to the flying

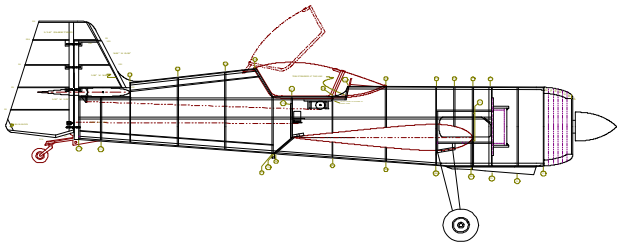
field several times before I made my first flight. I just started up the engine and taxied around. It's a good

thing I did this because a flap servo tray vibrated loose, flap hinges broke, tail wheel rattled loose, main struts vibrated loose, and at last I had some engine overheating. You may be wondering how I even built the thing, but believe me I thought I had everything buttoned down tight. Well, all and all everything is back together and flying great. I fixed the engine overheating by building airflow diverters to the outlets. This worked great. So I guess the final word here is taxi around to shake things loose, no matter what size model.

Onto the Sukhoi. I finally bought a new engine, bigger and better. It is a converted Poulan chainsaw engine. Yes all 52 cc of it. It came with an electronic ignition with a mechanical advance and a pitts style muffler. I tested two weekends ago and it ran great. Well I took the plane out to the field for an extended test break in. It was a very windy day so I thought I would go to the field to run it up. Well, guess what, crazy Dave Hoffman was out there training a newcomer (Hopefully he did not scare off the trainee). Anyway, Dave helped me start up the engine. Would not believe it but at idle it almost shook off the tail. It was literally vibrating the tail to and fro about the roll axis. I quickly shut it down. Dave and I had quite the laugh and talked about a self-destructing plane. Well I scratched my old brain cells and noted that I performed the test without the wing attached. As can be noted by the figure below, without the wing, a lot of structure was missing.



So, I sat around and decided to attach the wing. As can be noted this added considerable structure to the airplane and also increased the inertia in the roll plane (remember $a=I\alpha$). Everything seemed to work great. Just a small amount of vibration at the ailerons during transition. It seemed to be totally acceptable. Well, it seemed a taxi test was in order. Everything went fine and believe me it is a powerful engine. So the bottom line is that the wing inertia does indeed damp engine vibration. So lets see, what would it take to build a wing that was a passive damper???? Hum, I might have to think about this and come up with something.



Last note; remember to send in any first flights, last flights, solos, etc. so the newsletter can print them. This is what the newsletter is for.

Till next time, keep them flying.

A Visit into Electric Flight

Continued from the March Issue

By: Don White

In the March Issue I started a article about my experiences into electronic flight. I had the uncovered aircraft and demonstrated the assume power at the March meeting. Since I was not finished with the airplane, I am continuing the saga here.

Batteries for the Speed 400 size motors are the biggest problem I've had to face. I found them difficult to get, expensive and don't forget you have to charge them.

Chargers are also hard to shop for and each has very different features. For example they must be AC/DC if you want to fly more than once/day they must use your 12 volt car battery. Fast charge batteries are easily damaged by over charging and how much is too much time to charge. Peak detection circuits are expensive and double the cost of the charger. I found a charger that sells for \$120 which I did not buy in favor of a Hobbico charger that has a timer and a variable rate setting but no

peak detection. Its cost was \$34. Better! BTW Peak detection works on the voltage drop the nicad batteries exhibit when fully charged. The voltage drop is -.3 volts. The charger detection circuits notice this drop and switch to trickle rate but I did not get this charger.

Right away connectors became an issue because the charger comes with connectors not recommended by anyone in the electric flying business and a warning not to replace the connector. I did use Semos, power pole connectors which are a very unique design.

The battery was back ordered several times so I canceled it. No one else had the AR cells either. I called and got Griggs models to send a Speed 400 battery but it turned out to be a 600AE cell. Not capable of fast charge! The good news was it can be charged off your normal Tx charger, the bad news I had already purchased the charger. I charged it with my new charger anyway at 1.8 amps. I still don't have a fast charge battery.

I've got the airplane together now and the weight is only 14 oz with everything except covering. The battery was placed further back than I expected for balance.

For covering I'm using MicaFilm. MicaFilm does not have the heat activated glue on it so you have paint Balsarite on the structure where the MicaFilm will be attached. The hinges are clear mylar tape and this is one thing I have to learn over and over NO Fuel proofing needed.

Well that's the story of my journey into electric flight. It was a long and different trip but one that I'll continue to pursue since I've collected some over head. The small scale planes sure look good and overall I loved the journey.

I plan on continuing this saga in the May issue with a flight report. I have some ideas on flight trim using some string and a fan. so stay tuned! Questions: email me at dbwhite@PDQ.net. Fly Safe: Don White

Fun Fly 99

Well, the fun fly on March 20 ended up with only two contestants participating. So here is how it turned out.

Alarm clock Pylon.

Joe Parlanti came in first with Clay Bare second.

Climb & Glide with Spot.

Joe Parlanti was first with a adjusted time of 1.43
Clay Bare was second with a time of -1.33

Roops

Clay Bare took this one with a time of 0.40
Joe Parlanti had a time of 1.16

Don't forget about the April Fun Fly. Below you will find the details.

April 10

- 1) Climb and Glide with Spot Landing
- 2) Blind Flight
- 3) Dice Roll

CLIMB 'N' GLIDE

The old climb and glide. This one does not have the spot landing. So just climb, cut engine, and glide.

BLIND FLIGHT

The blind flight is an easy one. You just take off and land as close as possible to one minute. Easy huh!!

DICE ROLL

Six maneuvers are chosen & numbered 1 - 6. The pilot rolls one die to choose a maneuver, the rolls it again to choose the number of times the maneuver must be flown. Time begins at first roll & stops upon touchdown.

February Meeting Minutes

By: Kellan Goertemiller

Meeting started at 7:10pm

New member Eric Smith

Visitors-no visitors but a new member, welcome Eric.

OLD BUSSINESS

Striping the field. - setting dates when to stripe the field and setting the boundaries of pilot boxes and flight lines.

Date set to stripe the field on 3-20-99, meeting at 9:00am Saturday morning.

Mike Goza working on a heli event. Date time around October. Mike is keeping us updated for a more specific date.

NEW BUSSINESS

Suggestion to arrange the events inside the club as well as outside the club.

Motion made and approved to join IMAA as a club.

Working on getting another site for the club.

The clubs new balance as of 3-11-99 is \$3,850

The Magnet school would like to set up a model airplane class/club. If you would like to help out contact Mike Liable. His phone number is listed in the newsletter.

Don White for show and tell shows his electric speed 400. Don said the average flight is between 5 and 6 min. What a neat airplane.

Eric Smith shows his 142'' sail plan only had to put on the stickers on commented Eric.

Randy shows his Tower Tobbies Uproar. Looks like fun.

Ken White shows his Tower Hobbies Uproar with a ST .45. With a few modifications looks like it will roll on a dime.

Rod Madson shows his Jack Stafford model. A really beautiful model. Powered by an old O.S. 45.

James Lemar shows his combat Zero. Powered by an O.S.25 FP.

Joe Parlanti shows his Advance 40 ARF from Hanger 9. Powered by a K&B 40.

A new pilot Walter Luke. Congratulations Walter.

Charlie gives us a demo on his brakes. Interesting demo.

The Aircoupe takes model of the month. What a nice plane.

Metting ended at 9:10pm.

MSCRCC CEAC

I had asked Ray Randolph to clarify what he had originally proposed as the duties for the CEAC. We will be asking for volunteers for this committee at the April meeting.

The MSC RCC Communications and External Affairs Committee will perform the following functions:

- Establish a Chairperson and Alternate to conduct committee business and report to the Club membership
- Plan, arrange, coordinate and provide entertainment programs at the appropriate monthly membership meetings
- Plan, propose and organize Club participation in:
 - Public demonstrations
 - Club events having non-Club member participation
 - Sanctioned events conducted by the Club
 - Community service activities
- Support the promotion of Club events and the dissemination of announcement media
- Communicate and coordinate joint activities with other area Clubs or Organizations
- Organize Working Groups to implement specific Club plans

Local Hobby Outlets.

I was asked by one of our local hobby suppliers if I would place their business card in our newsletter. I figured that it would be ok but only if I gave the other hobby shops the same opportunity. After thinking about it some more, I thought I would also do a article on one of our hobby suppliers each month starting in the May issue. Even though I feel that mail order suppliers have a lot to offer, we need to support out local shops as much as possible. If we don't, they won't be there when we need them and we will have to wait weeks for any parts/supplies we need to arrive by mail. At any rate here are a few of our local suppliers cards.

GCBM R/C Models is located in Pasadena Texas and is a supplier of the Thunder Tiger line of products along with Byron's line of fine R/C Fuels. They also carry Klotz lubricants used for gas engines as well as glow.

GCBM R/C MODELS

Information: 281-998-2529 Orders Only: 1-800-609-7951
5009 Fairdale Pasadena, TX 77505
Personal Service...Discount Prices

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Combo Packages



Texas Model Trends is located near Alameda Mall. Heading North, exit Alameda and then turn under the freeway and take the southbound feeder. Go past Alameda Mall and look for the "Model Shop" sign on the right.



(713) 941-4000
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Houston, Texas 77075

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Wanted R/C stuff to by and sell.

Your Want Ad could be here.
Ask Me how.

Do you have something your wanting to sell? Place your ad here.

If there is something your looking for? Place an ad here.

No cost Ad's for MSCRCC members.

Club Officers

President	Joe Parlanti
Vice-President	Preston Hunt
Treasurer	Dave Hoffman
Secretary	Kellan Goertemiller

Instructors

Don Fisher
Mike Laible
James Lemar
Mike Goza
(Heli and Airplane)
Jerry Hajek
David Hoffman
Preston Hunt
David Tadlock (Glider)

The R/C Flyer

EDITOR

Preston Hunt

ELECTRONIC DISTRIBUTION

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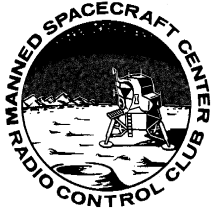
ASSEMBLY, POSTING, DISTRIBUTION

Bob Blaylock

Article and Want Ads can be submitted to Preston Hunt at
Rt. 3 Box 685 Dickinson, Tx 77539 in hardcopy, ASCII or
Microsoft Word or E-Mailed to phuntii@gte.net

Club Homepage: <http://www.phoenix.net/~mlaible/msc.html>

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