

May 1987

The Newsletter of the *Manned Space Center Radio Control Club*

President's Corner

Dear Members,

Through the grape vine most of you will have heard that our last club meeting was a disaster. When we turned up at the Clear Lake park building on the evening of April 9th, we found it securely locked. 43 members turned up and we had an impromptu open air meeting in the nearby pavilion. Needless to say I came away from the meeting wondering whether I had got the dates wrong when I booked the room—not so folks. I wrote a letter to Edna Pilcher, the records clerk at Precinct 2, inquiring as to the reason for our lock out. In return I got a very pleasant apologetic letter explaining how they just plain dropped the ball. However, I now have the magic telephone number to use should it ever happen again.

People must get tired of hearing me go on about the same things month after month. I was always told that if you through enough mud, some at least would stick to the wall. Well I don't know about you folks but I don't seem to get even a little bit to stick on the MSCRCC membership. I am talking about all those contributions to the newsletter that everyone promised the editor, Tim Bond, and he never got. At the meeting Dave Thomasson was appointed Flying Field activity reporter which Dave has generously agreed to do. He will write a column every month or so reporting on the activity at the flying site. As one of our most experienced members there is no one better qualified for the position. Please help Tim Bond with items for the newsletter.

We had a very good day with the Highlands club the other Sunday, a pity a few more of our members did not turn up. I guess the cold

(Continued Page 2)

Next Meeting
Thursday,
May 14, 1987 at 7:30
PM
in the Clear Lake Park
Building

SCALE MEET

The Scale Meet that you have been hearing about is scheduled for **May 16th and 17th, from 8 AM to 6 PM** each day. Steve Rothstein is planning a field clean up party on Friday May 15th at 6PM. Be There! Volunteers are still needed for the days of the meet also—call Steve.

Please note that the field will be closed to regular flying on the days of the meet during contest hours.



President's Corner (Continued From Page 1)

weather and winds kept them away. The coldness of the weather was more than made up for by the warmness of the hospitality we received from their members. As soon as I have written this missive I will write a letter of thanks to them, enclosing the home telephones of our regular fliers so that contact can be established. Although a long way off we should start thinking about the return venue date.

While on the subject of telephone numbers, I have received a number of requests for a Club Member Telephone List. In the past we have done this approximately once a year. It involves a lot of tedious work feeding the computer with each number's name and telephone number. I will start that process in the next few days and keep at it over the weeks until it is done, but I do ask for patience until this task is completed.

The next club meeting is May 14th, just two days before the Scale Meet. I fully expect most of this meeting to be devoted to the Scale Meet. Please come along and offer your advice, help, and wisdom in the last minute stages as we want this one to be the best ever.

We must be getting better, I have had no reports of bad flying or safety infractions this month. Either that or I have not been answering my telephone, whatever it makes a nice change.

That's it from me for another month, see you at the next meeting, enjoy your flying and do it safely.


Jon Vincent

THIS SPACE INTENTIONALLY
LEFT BLANK

CURRENT EVENTS
FROM THE PEN OF DR. DOOM
(DAVE THOMASSON)

An unusual occurrence happened at the field several weeks ago, and should be brought to your attention. One of our pilots took his plane off and was having a good flight, when suddenly he started to experience flight characteristics similar to radio interference. We all checked impounded transmitters—none turned on, and no one else flying. He attempted to get the plane back closer to him, but the apparent interference got worse, and the plane crashed. On examination of the plane and radio it was found that the fuel tank had sprung a leak, and had soaked the receiver internally causing it

(Continued Page 3)



"Who wants a piece of tail?"

THE MANNED

The Manned Space Center Radio Control Club

The R/C Flyer Page Three

Dr. Doom (Continued from page 2)

to short out.

One solution to help prevent this happening to you is to wrap your receiver in Saran Wrap and seal it as water-tite as possible, and mount it as far from the fuel tank as you can. By the way, check it out once in a while to see that your seals are not leaking.

On a more cheerful note, those of us who made the fun fly at the Baytown Prop Nuts field April 5, had a great time. Good flying, great fellows those prop nuts, and last but not least good hot dogs with all the trimmings.

Remember guys and gals we are to return the favor in the fall, you'all come.

For all you skeptics (me included) the DeHavilland Vampire of Jon Vincent's did really fly, and fly well, without wheels. Our noted test pilot, cool hands Chris Lee, took it up from a dolly (wheeled cradle) on its maiden flight. Good job Chris! To date it has made several flights with David Vincent as the airborne pilot, and Chris doing the take-offs and landings. Much to my amazement they have not broken a prop on the dead stick, belly landings in the grass.

Your might ask Jerry why he is not flying his RCM lately, seems he can fly it quite well, he just can't carry it through the house door without knocking the tail off it!

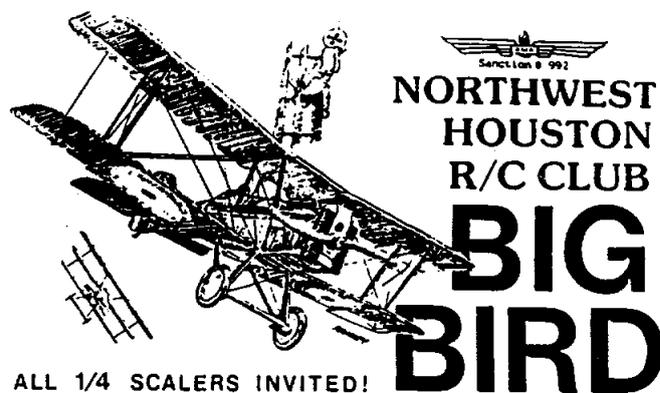
Has anyone seen a Zinger 16-8 prop drifting by. Seems as if I was flying my 1/5 scale

Waco, had an apparent back-fire, and blew prop nut, safety nut, and prop off. Found out the Waco is a good glider. Check your prop fasteners to make sure they have not loosened up over a period of time.

Ken White and Robby Owen have entered the Model Airplane News Design Contest (\$2000 first prize). Won't give me any clues, but good luck guys!

All for now , remember

Altitude, attitude and airspeed are the keynotes of good flying.



ALL 1/4 SCALERS INVITED!

Pilots must have current AMA cards, and FCC if applicable.

Annual Giant Scale Fly-In
May 9 & 10 Houston, Texas

SPECTATORS WELCOME!!

These model aircraft have wingspans of 7 to 10 feet and are powered by chainsaw engines many are 1/4 and 1/3 scale versions of full-size aircraft! Our Field is the Best in Texas! ★ Three 600-ft. Grass Runways!

Call for information on special motel rates and camper parking. 110 V AC available for chargers

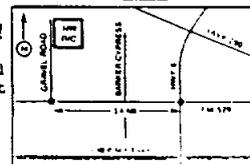
Flying starts at 9:00 a.m. Pilot entry fee \$10.00. No limit on number of planes. Food & drinks available at flying field. • Pilots will have a **FREE** dinner.

Join us for a fun and entertaining day

AWARDS FOR: **See You There!**
 • Military Scale • Civilian Scale •
 • Non Scale • Best of Show • Pilots Award
 • Mothers Awards • Most Unusual Aircraft
 • Longest Distance Traveled •

For further information call:

DAN LIKE 647-8580 or 780-6140
 LES DELONGH 459-3700



Don White has 5, 10 and 15%. Call 488-1024 before 10PM.

Hal Rosenberg has 5 and 10%. He can be reached at 333-3866.

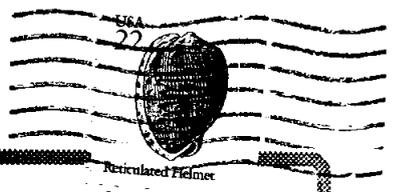
Dennis Smerz has 5, 10, 15%, and four stroke fuel available. Call him at 482-9431.



I have actually moved as of now. My new address was in the last newsletter, and my new phone number is 480-2556. I'm still waiting for you guys to send me something!

The **R/C** Flyer

HOUSTON, TX 770
PM
9 MAY
1987



c/o TIM BOND
~~2010 E. KASAR REZ #304~~
~~SEABROOK, TEXAS 77586~~
696 PINELICH #306
WEBSTER, TX 77598

DENNIS R SMERZ
5230 APPLEBLOSSOM LN
FRIENDSWOOD, TX 77546

60

