

May 1995

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

President's Corner

Ray Randolph

Going's On - I missed the April meeting (job duties required me to spend a few days at Marshall Space Flight Center) which I'm told was a really good session. Lots of excellent Show-N-Tell models and interesting discussions. Thanks to Bill for filling in and Ed for the info on the Toledo Conference.

I will be contacting the Lone Star Flight Museum for some details on their handling of meeting arrangements and group visits. We might have a monthly club meeting or perhaps a Saturday outing to visit the museum and view their outstanding collection of restored aircraft.

Now that daylight savings time has kicked in, the after work flying activity has really picked up. Now if we could just get the wind to co-operate!!

I sent thank-you letters to our neighbor clubs (Alvin, Texas City, Bayport, & Prop Nuts) to let them know how much we appreciate their generosity. All things seem to have a "silver lining" somehow.

Mini-Product Review - I mentioned way back in September (I think it was Sept.) that I had acquired a HP VT 21 four-cycle engine for the "Lazy Bee". The engine is now mounted in the Bee and it was test run over Easter weekend. As soon as fuel got to the cylinder and after running "break-in rich" for about 10 minutes, it would idle and accelerate just fine. This engine uses rotary valve head porting to accomplish the four-cycle operation. After
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Words From The VP

Bill Langdoc

A very special thanks to Ed Copland for providing the program, on relatively short notice, at April's meeting covering his trip to this year's Toledo R/C Expo. He had many photographs and brochures on the over 370 exhibits showing all the latest in R/C. If you missed the meeting and want to know anything on the latest in engines, kits, plans, finishes, electronics, and accessories give Ed a call.

**Next Meeting
This Thursday
May 11th
7:30 PM
Clear Lake Park Building**

Gene Kranz, who was scheduled to talk at the April meeting on his home built biplane project, asked to postpone because the night of our meeting was the 25th anniversary of the Apollo 13 explosion; and, as the lead flight director for that mission, he had been asked to be in Los Angeles for a commemoration. I'll try to reschedule Gene for another meeting.

We had a great showing of airplanes at the April meeting. Andy Copper showed his modified Falcon III with (among other things) flaperons, speed brakes, and a vibration
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Minutes from the April 1994 Meeting

Resha Hill - Secretary



Bill Langdoc called the meeting to order at 7:30 pm. The minutes of the previous meeting were accepted as published in the newsletter.

Old Business:

● *GPS testing is over*, the range is open again. There are no plans currently for any additional testing.

● *Ray Randolph sent "Thank You" letters* to the neighboring clubs who invited our members to fly at their site while ours was undergoing the GPS testing.

● *Bill Langdoc reported* that the club's formal request to JSC for use of the Center is awaiting the new insurance certificate. As soon as a copy of the certificate has been obtained, the package will be complete and sent in. Just a reminder, the NHRC has been through the process and does have permission to fly during the morning hours on the first and third Saturdays of every month.

● *Youth Program* - Mike Laible is corresponding with the Section Head for our area. He has sent in appropriate paperwork about our activities and is awaiting response.

● *Joint Club Event* - Bayport Aero Club has invited our club members to join in a fly-in scheduled for Saturday, June 3.

● *Club Project* - club members have been busy investigating what is required to qualify for the "Distance Flight", and it appears as though the FAI regulations are stringent. The project committee has decided that it might be worthwhile to try a cross-country flight in July (to get some experience in flying in a moving vehicle). If you are interested in participating in the July cross-country flight, contact Brian Morris.

New Business:

● *Fun Fly Committee* - attendees at the April meeting voted for another "Fun Fly". The committee is comprised of the following volunteers: Don Fisher, Jeff Longmore, Ted White, Ed Copeland, and Brian Morris. There was some talk of trying to schedule a fun fly during the month of June.

● *Wind Sock Pole replacement is needed*. It has actually been broken and no one seem to know how. Don Fisher and Ted White have volunteered to fix the pole. Maybe the club will think about investing in a wind sock when the pole is replaced.

● *Newsletter Preparation for Mailing* - we are in need of a volunteer for folding, collating, stapling, labeling, stamping,

and mailing the newsletter. If you are interested in contributing to the club, this is an excellent opportunity.

Please contact one of the officers, if you would like to help.

● *Trainer planes and radios for new students* - Our "Youth Program" has sparked interest, but in some cases the kids can not afford to buy a new trainer plane and radio. If you have a plane and/or radio that you would be willing to sell, please let Don Fisher know.

Show-N-Tell:

Falcon Mark III - shown by Andy Copper. This model is manufactured by Cod Goldberg,. Andy has covered the plane in Monocote (blue, white, yellow film). It has 56" wing span, weights approximately 4 lbs, and has a OS-40 engine. Andy has added some extras: speed brakes, full span flaps, stall tips, changed the landing gear to raise it. It was purposely built for "touch-n-goes", and currently has 60 flights to day with around 200 landings. Sort-A-Cessna - designed, built, and shown by Mike Laible. This model was manufacture by Centauri Models, it is scratched build and plans were designed by Mike, himself. Mike has installed a Super Tiger 40 on the plane and covered it in blue and white Monocote. Mike started designing the wing for an ARF body and then decided to design the body as well. He used DesignCAD and Aerodraw software applications for the plans. The first test flight was on March 11. Mustang - Charles Copeland presented his new Mustang which is currently under construction. Charles is building this bird primarily for "sports" flying. He is drawing some of the parts for the wing, since they were not included within the plans. This plane has a 100" wing span and should weigh around 4 lbs. It is his first plane that will be constructed from fiberglass and foam.

Model of the Month:

Spirit 114 - Jim Farris presented his scratched built Sailplane. Jim's planes are all named "Spirit". The Spirit 114 was scratch built, covered with Obechi and catalyzed lacquer. The weight and wing loading, 4 lbs, 10 oz sq. ft. This is a "full-house" sail plane: rudders, elevators, flaps, and ailerons. Congratulations Jim on "Model of the Month".

Entertainment:

Special thanks to Ed Copeland for providing entertainment on such short notice. Ed shared his "Toledo Trade Show" experience with our club members. He had lots of photos and brochures to circulate. Thanks Ed.

Gene Kranz has offered club members to come by his home to visit and look at the plane he is building first-hand. Gene Kranz had "Apollo 13" commitments to tend to, therefore Bill Langdoc will try to reschedule at a later time.

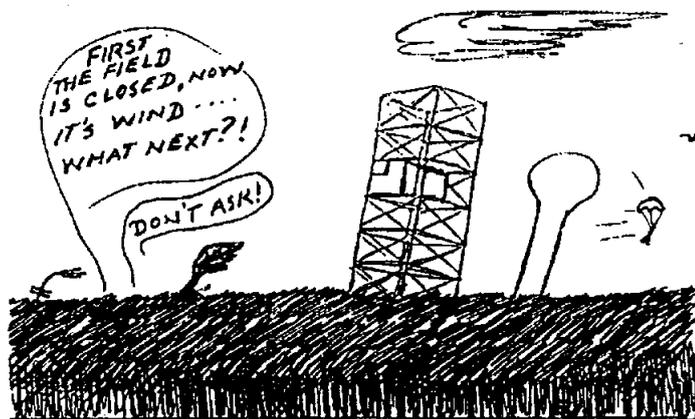
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about 30 minutes of operation, the engine is "ready to fly" with a reliable idle and outstanding power for an engine of this size. We are going to have a mighty powered "Lazy Bee".

This is a "Made in the USA" engine and along with the VT 49 are the only four-cycle engines produced here, as far as I know. A little pricey for a small engine, but not out of line with other four-cycle power plants. I'm glad I chose this engine and would recommend it to anyone looking for a small four cycle power plant.

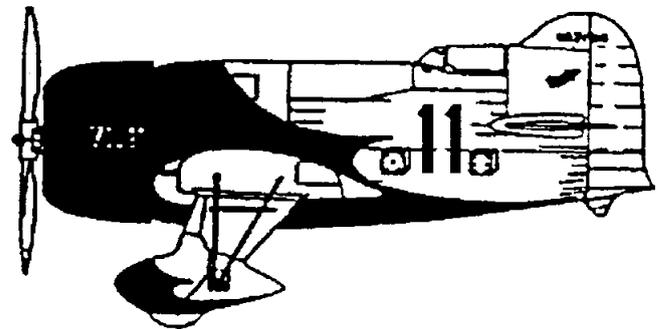
Project In Work - The Lazy Bee is done! After a lot of hours of "re-engineering", building, covering, and installing - it is finished. I'm anxious to get it in the air, but this is a "no wind" flying machine. The dry-weight turned out to be 54 ounces which is probably twice the weight of the .049 engine version. However, the wing loading is still only 12 oz. per square foot with all the added strength and equipment (including an on-board "acoustic glow plug switch" and separate "C" size Nicad).

The Bee was upgraded to a four-channel configuration which added ailerons with individual micro servos for each. It is set up on a JR X347 radio and the ailerons also work as flaperons and there is elevator/flaperon coupling. I can't imagine ever using the flaps on this guy 'cuz it should slow to "walking speed" without them. The covering is "Orocover Lite" and it is translucent yellow. I'm sure that light weight shrink film is required because regular weight film might crush some parts of the structure. I'm glad it's done and it needs to get air-borne!



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isolation engine mount. Mike Laible showed his scratch designed and built Cessna like model, along with the full scale plans he'd drawn (using Ed Copland's software), which he is hoping to market. Jim Farris showed his scratch designed and built 118 inch Spirit sailplane, which makes extensive use of composite materials. Charles Copeland brought the fuselage and some of the parts for a giant scale P-51 that he is just getting started on. This was one of the best show-and-tells that we have had in the last couple of years. Thanks to the four who brought their special planes, and let's keep 'em coming.



Mark your calendars. The Bayport R/C Club has planned a joint fun fly with our club for June 3 at their field. We also are starting to plan for some fun flies of our own this summer. More details on both at the May meeting.

Jim Farris will give the program at the May meeting. Jim will talk about the composite materials and vacuum bagging construction techniques that he has perfected, along with some of his experiences with large cross country sailplanes. Jim's planes are works of beauty and precision. You won't want to miss his talk.

If you have an old, but serviceable, trainer or radio system that you would be willing to sell at a cheap price, contact me at 482-2369. We want to start a re-cycling program to get young people started in the hobby.

---Fly often, and fly safe---

The R/C Flyer

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May 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