

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

President's Corner

Dear Members

This month we have a couple of other contributors to the newsletter and that will allow me to keep this short and sweet.

The Scale Contest has been and gone for another year, and it was a very successful venture yet again. This was largely due to the work of many volunteer helpers and the organizer, Steve Rothstein. I would personally like to thank everyone involved in the contest and the barbeque for their hard work in making it such an enjoyable weekend. For more on this read Doctor Doom's column.

Well, the continually nagging problem of radio interference is raising its ugly head again with a vengeance. I must add that at this stage, Club procedures have changed dramatically since this time last year, in so much as frequency control is concerned. Most members have been very diligent in obeying the rules. The disturbing thing is that despite all the changes we still have interference problems, and when our more proficient pilots lose expensive planes it becomes even more disturbing.

I feel we have reached the stage where we have to seriously consider the use of a frequency scanner at the Flying Field to monitor R/C activity in the general area.

These frequency problems do have a common thread running through them. They are more frequent at certain times of the year, usually when the weather is ideal for outdoor activities. This is during the spring and autumn, during the mid morning and afternoon.

Duke of Dukes hobbies informs me that his sales of radios and kits is on the up and up since

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Next Meeting
Thursday,
June 11, 1987 at 7:30
in the Clear Lake Park
Building

A PERFECT DAY...

What does it take to make a perfect day? Take one beautiful Sunday afternoon in April with a slight breeze. Add to that about 42 radio controlled helicopters and about 35 pilots and you have the perfect day. On April 26, 1987, the Sheldon R/C club had a helicopter fun fly. It was very well received by all participants and everyone seemed to have a good time. The day was filled with lots of flying and plenty of information exchanging hands. These type of events are perfect for the novice to learn how to set up and fly their choppers. I for one learned some more tricks of the trade.

For all you skeptics out there, choppers DO fly very well and they also like to fly **INVERTED**. There were a few pilots doing outside loops and inverted hover as well as others doing inside loops, rolls, immelmans, stall turns with half

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President's Corner (Continued From Page 1)

Christmas. People buy these items but neither he nor other clubs see the purchaser again.

All the facts, including the availability of large open areas locally, points to a problem of gorilla R/C activity. A scanner would at least warn us when this activity was going on. If anyone has other ideas concerning this problem, please come and air them at the next club meeting.

Well that's all for another month. Enjoy your flying, but do it safely.

Jon Vincent

A Perfect Day (Cont.)

rolls on the up side, etc. Anything an airplane can do, a helicopter can do and then some. If you don't believe me, then you should have been there. It was very impressive. Speaking of impressive, there were some scale machines on hand that would take your breath away. One that particularly caught my eye was a blue and white Bell 222h. The paint job was immaculate!! And the retractable landing gear added that much more!

There were only a couple of crashes at the meet, thankfully, and I only bring this up because one could have been avoided. Ever heard on the "just one more flight" syndrom? That's when you fly one more time even though you know the batteries are low. In this case, the pilot was flying one of the new PCM radios. They are the best radios on the market, but they have one flaw. They consume power. Five flights with one of these transmitters is pushing it, so be careful. Number six could be your last flight as it was in this case. Even though not as bad in other transmitters, it is still something to watch out for.

All in all, the meet was a success. Many friends were made, information exchanged, and lots of great flying. I would like to hold one at our club. Any feedback??

S. Michael Goza

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

On April 25th and 26th the NASA club sponsored a sailplane meet, and for once the weather was good. The first day they flew 3, 6, and 9 minute's duration with precision landing included. The second day was 7 minute duration with precision landing. Our club did well in the 3, 6, and 9 minute event, 1st Jim Feris, 2nd Chris Lee, and 3rd to Gary Ward. In the 7 minute duration event, 1st Chris Lee, 2nd Jim Ferris, and 3rd to Greg Baker. May 16 and 17 the Annual Scale Uncontest was held, and unfortunately mother nature did not cooperate — rain and much water on the field.

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Scale DC-3 Project Qusetionaire

(see page 4 for more details)

NAME: _____	HOME _____	WORK _____
ADDRESS: _____		
TELEPHONE: _____		
SKILL/INTEREST:	DESIGN/PLANS STRESS ANALYSIS FABRICATION/MATERIALS MECHANICAL SYSTEMS (LDS. GEAR, FLAPS, COML FLAPS, BRAKES, SHOCK STRUTS)	RADIO INSTALLATION POWER PLANTS & PROPELLERS AERO SURFACES WEIGHT & BALANCE QUALITY CONTROL HISTORICAL RESEARCH
COMMENTS/EXPERIENCE:		
MAIL TO:		
		S. I. MANN P. O. BOX 57806 WEBSTER, TEXAS 77598 713/554-7192

Dr. Doom (Continued from page 2)

Our president, contest director, and several members worked hard with brooms, a borrowed generator, and pumps to give us a reasonable area to fly from.

We had a turnout of about 25 planes with some excellent flying by all. The B-17 flown by Tom Street and a FW190 flown by Steve Rothstein made several flights together and looked very realistic in their mock combat. I made one small mistake when I threw my hat out on the runway and told Tom there was his bombing target. Big Mistake! I had to clean flour off my hat from a very close near miss.

The raffle was won by Don Bartos, and we expect him to have the finished plane ready for model of the month very soon! Right Don?

Steve Rothstein loaded up his J-3 Cub with candy, flew over the field and a Cub Scout pack and dumped the load. Quite a scramble by the Scouts to find it all. Good show Steve!

One unfortunate occurrence did happen, an Extra-230 crashed with only one other plane in the air and all other transmitters impounded and turned off. Our frequency scanner showed 4 transmitters on at the time. Only a guess, but it's possible someone off site was running cars or boats using aircraft only frequencies. Tis a sorry state of affairs if this was the case.

Last but not least was the free bar-b-que lunch for contestants, workers and their families, and club members. Ivar and Joanne Bonebrake, Jim

Brack, and Jerry Wooldridge put out a lot of good food, and a lot of work to make it go. Where the h--- were alot of our members? You don't fly, and now I guess you don't eat either. Several of our Club members went to Dallas for the Texas National Soaring Tournament (TNT). Jim Ferris 3rd, Chris Lee 4th, Dick Roddy 5th in unlimited class. Not to shabby guy's. As I understand there were 60 to 70 fliers in this category, so the MSCRCC group did well.

For Sale

Lanier Rebel Bipe with or without K&B .61 engine. Call Wayne Sutherland at 481-2187.

World Engines 7 channel 1991 spec. dual conversion radios now available. Ch. 38, 40, 44, 48. Price competitive to Indy RC. Contact I. Bonebrake, J. Campo, H.D. Thamasson, or Ken White.



From the Editor's Desk:



Is this not amazing? I actually had some contributions to the newsletter this time. It is so much easier to prepare when there is something to include. I thank everyone that sent me something, but please don't stop!

I apologize to Wayne Sutherland for omitting his For Sale ad in the last newsletter. I think it must have occurred due to my moving apartments. Don't worry, won't happen again (I hope!).

How about some construction tips of general interest to all modelers. I'm sure that many of you have such tips that you can send in. I'm running short of cartoons also (notice that this issue is missing one). Send in any that you think are funny. My phone number is 480-2556. See ya next month....

FUEL



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.



The Manned Space Center Radio Control Club

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Club Scale Project

An Open Note to All Club Members, Builders, Flyers and Enthusiasts:

During the past several years of my association with the MSC RC Club, I have observed some truly outstanding talents in model crafting. In a number of cases, the models have been constructed for another person who would rather fly than build or who does not have time to do both. Like many of you, I have a number of started projects in various stages of construction scattered around the house and I'm afraid if I start just one more, my wife will have me taken away.

My latest project, which is now in the research phase, is too large to be undertaken by one person so I decided to pole the club for interested designers and builders. If there is sufficient interests and support, I would act as Project Engineer and draw upon the club's volunteered talents for construction.

The project is a scale model of the most successful transport plane the world has known but is rarely seen in the scale model line-up, the Douglas DC-3. Here are the specifications on the model:

SCALE:	2" = 1'-0"
SPAN:	192" (16'-0")
LENGTH:	135" (11'-3")
POWER:	2 x OS FR5-300

A study of the original shows some very attractive features for a scale model. The wing center section would span 4 feet and will fit in a pick-up truck. This center section contains both engines, the retractable gear, and the inboard flaps.

Each detachable outboard wing panel spans 6 feet and contains the outboard flaps and ailerons.

Two radios would be used to give individual engine control, individual brake control, and flight control redundancy.

With the two radio set-up, club members could receive their "type rating" by flying the right seat until ready for pilot in command.

So far, I have the following pertinent items:

- 1) Scale Model DC-3 Plans 3/4" to 1'-0" for Enlargement X 2.7.
- 2) Book "Fifty Glorious Years--A Pictorial Tribute to the DC-3", Percy, 168 pages.
- 3) Book "The DC-3", Peter M. Bowers, 272 pages.
- 4) One O.S. FR5-300 Engine (Break-In Time).
- 5) Pictures of the Static Display DC-3 "Spirit of 76" at the Los Angeles Museum of Science and Industry.

If you are interested in supporting this project, we will have a short meeting during the break at the next club meeting, June 11, and fill in the information sheet provided.

Spence Mann



The following is a contribution by *Steve Rothstein* concerning the Scale Contest that he organized, which also includes the results of the contest. Thanks Steve for going to the trouble of preparing your text to the point that I didn't have to retype!

The Almost Annual Greater Southwest All Scale Uncontest was held on May 16-17 this year. We had 15 contestants bring a total of thirty planes. This was despite having thunderstorms all week prior to the contest, rain on Saturday during the contest, and high winds on Sunday closing the contest a little early.

I want to thank everyone from the club who showed up to help, or to participate in the contest. Thanks to some excellent help, I think that everyone had fun during the contest. The barbeque was held on Sunday and had quite a bit of participation there too. My thanks also go to the people who worked on the barbeque.

The prizes were given out as follows:

Best in Show	Tom Street	B-17
Best Civilian	Frank Traina	Morrisey Bravo
Best Military	Lee Rice	Kawasaki Hein
Best Biplane	Dave Thomasson	Waco
Best Multi-engine	Scott Broughton	Customized Sportster Twin
Best ARF	Steve Rothstein	FW-190
Best Giant Scale	Charlie Stevens	Fly-baby
Best Junior	David Vincent	Vampire
First Place Sport Scale	Tom Street	B-17
Second Place	Lee Rice	Kawasaki Hein
Third Place	Lawrence Harville	Rivets

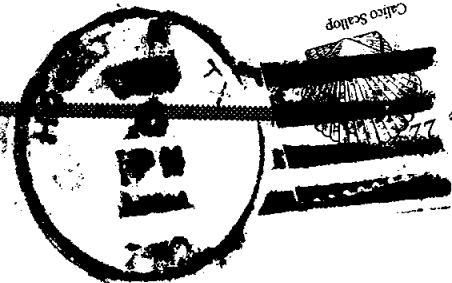
The Contestant/Worker raffle was won by D. Bartos (he won a Great Planes Piper Cherokee Kit), and the spectator raffle was won by Larry Lapple (he won a Sig Kadet Mark II kit). Other prize winners in the raffle were Charlie Stevens, Royce Madden, and Allen Wallace.

HELP WANTED

P.S. I will not be able to run the contest next year. If you will be able to be the contest director and are interested in learning how to run a contest, please contact Steve Rothstein. The contest director will get to make up all the rules and run the contest how he (or she) pleases. There was also a lot of interest in a fun fly contest instead of a scale contest. This may make it easier for a new cd.

The R/C Flyer

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