



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

## WHAT GOES UP ...

Well here goes another thrilling and informative newsletter from the president. Now that I have you quivering with anticipation...

The joint scale contest is now a thing of the past. A good time seems to have been had by all contestants. I hope they all had a good time. The only down side that I have heard about the contest was that our club voted to have and participate in the contest, but not many did. The same 6 - 10 people that always work at functions did work, but no one else did. Of those 10 people, half belonged to the Prop-Nuts as well and would have worked anyway. I have been warned that this will be a topic of discussion at the next meeting. So, think about whether or not MSCRCC wants to really have a joint scale contest next year. If you do, then you better be willing to show up and help.

The other thing that seems to be on everybody's mind is what the club is doing about the odd 1991 frequencies. The main concern is whether or not we will allow the use of odd numbered frequencies at our field. The implication is that if the new frequencies are allowed then the radio companies are going to make a lot of money replacing receivers in 1991. That is the part of the radio that will need to be replaced on most systems. If you don't have a gold sticker on your transmitter, then I believe that makes the transmitter useless as well. That will have to be checked into. My view on the matter is that as a club we really cannot disallow the new frequencies. As 1991 approaches and more and more people get new equipment, I won't be the one to tell them that they can't fly that frequency here! I believe that the best way to handle the

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**NEXT MEETING**  
***THIS THURSDAY***  
**June 14th**  
**at 7:30 PM**  
in the Clear Lake Park Building

## FROM THE PEN OF DR. DOOM (HOT)

The Doctor has had to come out of retirement to make editorial comments. The joint MSCRCC-PROP NUTS scale contest has come and gone (possibly forever) with minimal participation from the MSCRCC club. Only 7 members from MSCRCC showed up to help out! If it had not been for a small group of PROP NUTS ladies in the concession area, the function would have been a financial bust.

It would have been nice if some of the 100+ members of the MSCRCC club could have at least come by the field to spectate for a while. Granted it was not the best weekend (Mother's Day), but a short visit would have been welcomed.

I think both clubs have expressed the desire of a large majority of their members that they have no interest in supporting any joint ventures. This applies mostly to the MSCRCC club. I may be a rabble rouser but as I see it the MSCRCC

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**MINUTES FOR THE MAY MSC/RCC MEETING**

On May 10, 1990 the MSCRCC monthly meeting was called to order by president Mike Goza. The minutes of the previous meeting were amended to read Bob Porter as the Model of the Month trophy purchaser.

**Old Business:**

The joint scale contest is this weekend. Registration for participants will be between 8:00 and 9:00 am. Workers should arrive between 7:30 and 8:00 am. Static judges need to start judging as close to 8:00 am as possible. The field will be open for flying during the static judging. The fee for non participants is \$5.00, but the fun flyers will not be entered into the pilots raffle. The contest raffle prize is an Expert 1991 radio with 7 channels and 4 servos. Tickets will be sold 1 for \$1.00, 6 for \$5.00, and 13 for \$10.00. All attending club members are asked to bring baked goods to sell at the refreshment stand.

Call Craig York if you would like to keep your name off of the HAMCI phone list.

A map to Scobee field has been published. A better map can be found in the AMA magazine. Signs should be up showing the location. Volunteers are needed for two hour work shifts. Take shade with you if you plan on participating.

AMA will have its district 8 meeting in room 7 at the Astroville hotel. The meeting will be held on June 2, 1990 at 8pm. The meeting will be used to discuss district 8 problems and comments.

The next HAMCI meeting is Monday. The meeting will cover coordination of the Fun Fly, and will be held at 7:30 at the main building of Bayland Park at Bissonet and Hillcroft.

Club fuel has been ordered. 16 gallons of helicopter, 24 gallons of 10% and 16 gallons of 5% have been ordered. Due to a lack of castor oil, the fuel will not be ready until hopefully Monday.

**New Business:**

The possibility of having a club fun fly was discussed. Two possibilities were suggested, one being our usual joint fun fly with Prop Nuts, and another being the like the last club fun fly with events and a barbecue. David Fennen is looking at possible dates.

David Hoffman will head the effort of having sail plane fun contests. He will organize and put out information concerning these events. Possible dates are the 2nd or 3rd week in June.

NASA has swept the flying field. The possibility of resurfacing or asphaltting the field will be checked on. Charles Copeland is checking into having a clean up party / fun fly on the weekend after the next meeting.

Winches are needed for the gliders at the National Rally.

Only club members with field passes and NASA employees with AMA licenses can fly on the club field. Club members may have guests fly at the field as long as the guest has a valid AMA license or if the guest flies a club member's airplane off of a buddy box. If a Non-AMA member flies at the field, the AMA insurance will only cover him if he is flying a member's plane off of a buddy box, and then he will only be covered once.

AMA is pushing following AMA rules. The AMA may say that for the 1991 safety rules, all radios must have a 1991 receiver. Every transmitter must have a gold sticker. Dave Hoffman suggested that the everyone in the club must fly with an AMA approved receiver by 1991. Al's Hobby shop can gold sticker a radio and tune a transmitter to a receiver.

Dan Ashbury will bring refreshments for the June meeting.

**Treasurer's Report**

income: \$314.00  
output: \$570.00  
total: \$3808.00

**Model of the Month**

None

Secretary  
Sharon P. Goza



June 1990

## And the Joint Scale Contest winners were:

The R/C Flyer Page Three

**RAFFLE:** World Engines 7 Channel Expert Radio : John Campo.  
Great Planes Super Citabria 40 Kit : Phil Vance.

### PILOT DRAWING:

Ace R/C - 25% off certificates - Charles Copeland, Thad Bennett, Braden Clough.

Float Fly Vidio - Ron Webber.

Misc. other gifts - No record of winners.

Air Age Publications - 6 month subscriptions to Model Airplane News - Robert Cotton,  
Bob Hanser, Charles Stevens, Ron Beard, Charles Roccaforte, Joe Webber.

Airtronics, Inc. - 50% off discount coupon - Charles Stevens.

Badger Air-Brush - Badger Mini Spray Gun Set - Thad Bennett.

Coverite - 40% off discount coupons - Charles Roccaforte, David Fennen,  
Charles Copeland, Tom Street, Charles Stevens.

Futaba Corporation of America - 50% off discount coupon - Braden Clough.

Great Planes Model Manufacturing Co. - Citabria Kit - Phil Vance.  
40% off discount coupon - Charles Copeland.

RC Modeler Magazine - \$5 gift certificate - No record of winner.

Repla-Tech International - 3-View Drawings - CAP 20 L : Doug Green;  
Cessna Agwagon: Charles Stevens; TR-260: Charles Copeland;  
Boeing XP-15: Thad Bennett; Doernier JII-8T: Ron Webber;  
Rumpler C.I: Jim Brock; Sikorsky H-60: Thad Bennett.

Rocket City Specialties - Assortments of items - Ron Beard, Tom Street,  
David Fennen, Joe Pasztor, Charles Roccaforte, Braden Clough.

Satellite City - 2 pads of 2-for-1 vouchers- distributed to all attendees wishing one.

Sig Manufacturing Company - Small Bag-o-Balsa: Thad Bennett.  
Quick-shot, CA, etc: Tom Street, Doug Greer.

S.R. Batteries, Inc. - \$10 Gift Certificates - Jim Brock, Ron Webber.

Tower Hobbies, Inc. - \$5 Gift Certificates - Charles Copeland, Doug Greer,  
Charles Stevens.

Tru-Turn Spinners - 2 Spinners - Ron Beard, Braden Clough.

W.E. Technical Services - \$5 discount coupons - Braden Clough, Joe Pasztor.

World Engines, Inc. - \$15 Gift Certificate - Charles Roccaforte

## MEMBERS!

*Please note the above contributing organizations and show your gratitude by patronizing their products and services.*

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## WHAT GOES UP ...

situation is that when a flyer has an odd number frequency, then he/she takes the appropriate odd numbered pin and two pins on each side of the frequency as well. In other words, an odd number flyer takes 5 pins when it is their turn to fly. This will give a buffer zone on the frequencies and limit interference. As the years progress past 1991, and people have had time to phase out the old equipment, then we could do away with the 5 pin rule. Some of you radio guys out there tell me if this is a feasible solution during the interim.

(continued below)

The **R/C** Flyer

c/o Joe Kastetter  
827 Baronridge Drive  
Seabrook, Texas 77586  
(713)326-5216

JOSEPH W. KASTETTER  
827 BARONRIDGE DR.  
SEABROOK TX 77586

The club fuel has been received. I have 16 gallons of 5% and some 10%. Tas has 10% and Wayne Green has the rest of the 10%. I will try to bring fuel to the next meeting. If the people who have fuel can warn me earlier that they are getting low, then we might not run out like we did last time.

The last thing that people talked about at the field was the use of the rectangular traffic pattern. More and more people are flying at the field, especially with the good weather. With that comes congested airspace and everyone seems to be flying in different directions. This adds to the confusion. One midair has already occurred from this situation. It was NOBODY'S fault, but it might have been avoided by following a traffic pattern. Therefore, I have been asked by a number of pilots to remind everyone to use a traffic pattern when flying. A traffic pattern, for those of you who don't know, is a large

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## FROM THE PEN OF DR. DOOM

club prefers to pay dues, build up a large bank account and do nothing with it, not even for its own members.

I am going to recommend that if another scale contest is anticipated, the MSCRCC group have a definite, committed group of people who will judge, cook, run impounds, mow grass, supply pastries, and last of all, show up.

All in all it was a good contest. Thanks to Ken White, the CD, everything went well.



rectangle which forms in FRONT of the flight line. One long leg is close and parallel to the runway. The second leg goes away from the flight line and is shorter than the first. The third is parallel to the first, but farther from the flight line. The last leg is the same as the second. The pattern is flown such that the first leg is upwind and the third is downwind. The second and forth are crosswind legs. No one should ever fly behind the flight line except for helicopters. They have their own designated areas. The aerobatic aircraft can practice in the center of the rectangle. If everyone starts flying in the same direction, then it is a lot easier to keep track of other aircraft and avoid them.

Well hopefully I have given you something to think about this month. So keep your aircraft out of the sun, and make your final approach smooth and easy...

Mike Goza