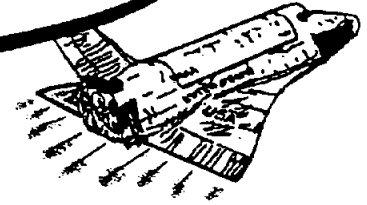




The **R** **C** *Flyer*



June 1996

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

President's Corner

Bill Landoc

A special thanks to Mike Laible for running the May meeting. I was off on a short vacation to North Carolina, watching my daughter graduate from college and then moving all of her "stuff" back to Texas. Along the way I did have a chance to visit the World War I Replica Fighter Museum in Guntersville, Alabama. This is one of the finest specialty aviation collections that I've ever seen. Ed Copeland has talked about this museum, and some of you may have had a chance to visit it while on a trip to Marshall Space Flight Center, since it is only about 40 minutes southeast of there.

The collection fills four hangers and includes meticulous examples of flying replicas of some 15-20 different aircraft from 1916-1918. In addition to the planes, there are exhibits of old aircraft engines, WW I era artifacts, many scale airplane models, and a large associated art collection. If you are interested in WW I aviation, you definitely need to visit Guntersville. But you'd better hurry. Frank Ryder, who was the moving force behind this collection, was killed in an airplane crash, and now the whole thing is up for sale by the estate. This summer was to have been "Aerodrome 96", their biennial flying convention; but the executor won't allow any of the planes to be flown, so the event has been canceled. Anyway, if you have \$2.5-3.0M to invest (the folks at the museum claim it is all worth

\$5M), the whole thing can be yours; or if not, you should plan to visit soon before the collection is sold and moved. If any of you are interested further in this museum, and would like to see either the brochure or photo's, please feel free to contact me.

The club's April Fun Fly was a great success. We had a really good turn out - I counted 18 heads at one point, and a dozen flyers entered the two events. We had an alarm clock pylon race, which once again proved that anyone could compete, and that speed and skill were not the determining factors. We also all agreed that morning to substitute a climb and glide for the planned limbo event. (Sorry Jeff, everyone wanted to watch someone else limbo, but no one that morning wanted to fly one.) It turned out to be a memorable climb and glide. Ed Copeland set a new unofficial club record by staying aloft for almost 5 minutes. There were times when his Trainer 60 just hung in the air. It was unbelievable. I'm glad I was there to see it.

Now that the summer weather and long days have returned, I hope to see more of you at the field.

Fly often and fly safely.



Next Meeting on Thursday

June 13th, 7:30 PM

Clear Lake Park Building

Words From The VP

Michael Laible

It was different to be in the hot seat for the meeting. I only wish the attendance was better because the plane of the month and the entertainment turned out to be outstanding. It was truly a treat to see Don White and his 1957 Astro Hog and the Orbit radio that was owned by his father and flown by father, son, and grandson. Don even presented the K&B .35 Torpedo engine that flew in the original. It must make Don very proud to refurbish a plane that has three generations of pilots.

Nothing new on the design front. My father is building the crate to UPS the Hawker Sea Fury. This is really suprising but this has worked on several occasions. You build a light weight skeloton of a crate (pine 1/2"x1/2") and staple cardboard walls and fill with shipping peanuts. Shipping cost of a 5-7 pound plane is around \$10-15. I had such positive results from the .40 size sorta pattern I blew up the plans for a .60 size model. My father will be starting on the .60 size Sorta Pattern soon. It sure is nice to have a retired Pop !!!! Other news is that I finished the Sukhoi three views. A sample is attached on the last page.

I was looking through the club newsletters on the Internet and found an editorial that brought something to mind. The editorial went on to describe how a club lost their field do to a serious accident. The consensus was that the accident could have been avoided if the pilot called out that the plane was out of control. GOOD POINT!! In fact, we all need to remind ourselves to call out every take-off, fly-by, and landing to get attention. So let's here the call outs for every ones safety.

The funfly was an outstanding success. We had double the participants from the last fun fly. The wind was acting up but I guess lately it could be considered a calm day. I believe Bill Langdoc took the pilon race and Ed Copeland won the clmb and

glide. Hummm, Ed Copeland flies a PT 60 and glides for over 4 minutes, Charles flies the same model and glides for just under 3 minutes. (*I guess father does know best*). Below you will find a recap of the participants and winners.

Name	Pylon	Cl/Gl
Bill Langdoc	1st	1:20
Roger Schwartz		
Ed Copeland		1st - 4:28
Don White		1:46
Charles Copeland		2nd - 2:26
Mike Laible		3rd - 2:02
Ray Randolf	3rd	
Duane Sterling		
James Hornsby	2nd	
Mike Goza		
Don Fisher		1:20
Boyce Sterling		

I will be starting several new columns. One will be a write up on various airplanes and the other the basics of aerobatics. Both these will be supplied by several locations on the Internet. This month I will start with an interesting story on the J3 Cub. Read and enjoy. Till next month

Tip of the Month

Michael Laible

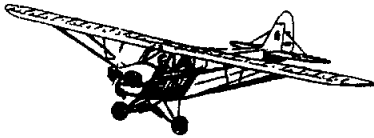
From Hints and Kinks - Jim Newman



For servo plug tags into your receiver cut strips of self-adhesive trim sheet as wide as your servo plug. Apply the ends of the folded strip to the sides of the plug to create a strong pull-tab so that you need never pull on wires (that's a no-no anyway). Mark each plug with a different color for designation of control.

Door Prizes

Michael R. Laible



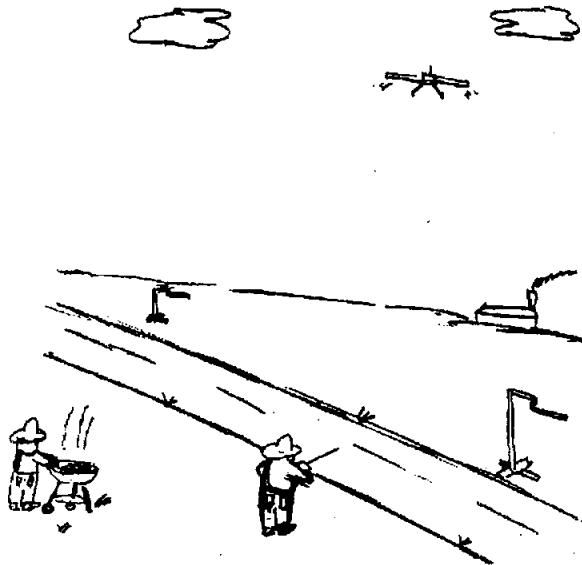
In an effort to increase the participation in club events and club meetings, Mr.

Jerry Hajek has donated his instruction fee and the operating cost for one flight in a 1946 J3 Cub. This aircraft is in excellent condition and is finished in the classic Cub yellow and black paint scheme.

This promotion started last month and one very happy winner walked away. Lamar Caldwell won but I believe do to the timing of Mother's Day, Mary will get the ride. Congratulations!!

Remember, another prize will be given at the June meeting. So come on out and throw your name into the hat.

Lighter Than Air



CLUB MEMBERS DECIDE TO HAVE LUNCH WHILE WAITING FOR EDS GLIDE

Top Ten Stupid Uses For Super Glue

From the Flying Penguin

- #10 Teach stubborn dogs how to sit...
- #9 Annoy trick or treaters by gluing the candy to the bowl: "Sure, take all you can grab!"
- #8 Glue those helicopter radios to the impound so they stay there!
- #7 Temporarily reattach those severed fingers and get back to the serious business of flying.
- #6 Do-it-yourself cornea transplants.
- #5 Glue your head to an I-beam...uh, sorry, that one's been done already.
- #4 Glue your fingers together, maybe you'll keep 'em out of the prop that way.
- #3 Glue your fingers into the Vulcan greeting sign for that Trekkie convention coming up.
- #2 The Hair Club for Men.
- #1 "Hey, maybe I can glue this wood prop back together!"

The J3 Cub

From a Booklet on the National Air & Space Museum

Wingspan: 10.7M(35' 2.5")
 Length: 6.82M(22' 4.5")
 Height: 1.9M(6' 8")
 Weight: Gross 554kg(1,220lbs)
 Engine: Continental A-65, 65hp

First built in 1938, the Piper J-3 earned its fame as a trainer.

So successful was it that the name "Cub" soon came to be a generic term for all light airplanes, and Piper Aircraft became the best known general aviation manufacturer.

The story of the J-3 began in the late 1920s with C. Gilbert and Gordon Taylor, partners in the very small Taylor Brothers Aircraft Company of Rochester, New York. Onetime barnstormers, the brothers had designed and were attempting to market a two-seat monoplane called the Chummy, when Gordon Taylor was killed in a crash.

Gilbert Taylor, who believed there would be a growing market for light planes, moved in 1929 to Bradford, Pennsylvania, where community leaders were anxious to promote new local industries. The Bradford Board of Commerce provided \$50,000 to capitalize the new Taylor company, which built five Chummys before the Great Depression put a halt to construction.

One of the stockholders was an oilman named William T. Piper. Being interested in aviation and believing that the Chummy was too expensive and inefficient, Piper offered to sponsor the development of a small plane to sell for half the Chummy's \$3,985. The resulting aircraft designated the E-2, was completed in late 1930 and fitted with a two-cylinder Brownbach "Tiger Kitten" engine.

Testing had revealed the Tiger Kitten, which was rated at 20 hp, had too little power for the E-2. At full throttle, the small plane was able only to indulge in "grass cutting," rising a few feet into the air before settling back to earth. The Tiger Kitten engine had suggested the name Cub for the airplane, however, denoting the E-2 as the earliest true ancestor of the J-3.

With no suitable power plant, the Taylor company was forced to declare bankruptcy in 1931. Piper bought up the assets keeping C. G. Taylor on as chief engineer. Later that year, Continental Motors Corporation came out with the 37-hp A-40 and the Taylor E-2 Cub was placed on the market. Twenty-two were sold that year, with sales growing tenfold by 1935.

The following year, the plane was completely redesigned. Redesignated the Taylor J-2, it featured

a greatly improved Continental engine. Also in 1936, C. G. Taylor left to establish the Taylorcraft Aviation Company in Alliance, Ohio.

When the plant at Bradford burned down in 1937, Piper moved his manufacturing equipment and more than two hundred employees to an abandoned silk mill in Lock Haven, Pennsylvania. The company resumed production under the name Piper Aircraft Corporation and completed 687 aircraft before the end of the year. In 1938 Piper introduced the improved J-3 Cub. Powered by 40-hp Continental, Lycoming or Franklin engines, the J-3 sold for \$1,300. Engine horsepower was soon raised to fifty and reached sixty-five by 1940. Piper also standardized a color scheme; just as Henry Fords Model T's were all black so William Piper's Cubs were all bright yellow with black trim.

Immediately before the entry of the United States into World War II. Sales of the Cub were spurred by the organization of the Civilian Pilot Training (CPT) Program. In 1940, 3,016 Cubs were built and at the wartime peak a new J-3 emerged from the factory every twenty minutes. Seventy-five percent of all pilots in the CPT Program were trained on Cubs, many going on to more advanced training in the military.

Cubs were also flown during the war as observation, liaison, and ambulance planes. Known variously as the L-4, O-59 and NE-1, these planes rendered valuable service and were nicknamed "Grasshoppers."

By 1947, when production ended, 14,125 Piper Cubs had been built. The J-3 is now finding an ever-increasing popularity among antique airplane buffs, and brand new Cubs are being constructed by home builders. Both an excellent trainer and a delightful sport plane, which lends itself to lazy summer afternoons, the Cub might best be summed up by the words "simple," "economical." and above all "slow."

The National Air and Space Museum's Piper J-3

Cub, serial number 6578, was built in March 1941. Powered by a Continental A-65 engine, it accumulated approximately 6,000 hours of flying time before being completely restored in 1975. It was donated to the National Air and Space Museum in April 1977 by Roland M Howard, David L. Stirton, W Howell Cocke, Jr., and Robert J Randolph, and is now exhibited in the General Aviation Gallery.

Minutes from the May 1996 Meeting

Don Fisher -Secretary



President Bill Langdoc was absent. Meeting was called to order at 7:40 by Vice President, Mike Laible.

Minutes from previous meeting were read and accepted.

Old Business

- Treasurer's report was read by Dave Hoffman.
- April Fun-Fly winners were announced.
- Stop sign posts on flying field were replaced by Bill Langdoc and Don Fisher.
- Mike Laible talked about Club manual and said he should have it out by next meeting.
- Balloon Festival involvement was discussed. Nothing resolved.
- Charlie Stevens asked about HAMS representative.

New Business

- Mike Laible announced attendance door prize; a J-3Cub flight by Jerry Hajek, partially sponsored by Club funds. Club voted to accept

prize offer.

- Door prize drawing was held and Lamar Caldwell won.
- David Dale announced Bayport Flyin and Flea Market to be held May 18th.

Members Tip of the Month

Don White demonstrated how to check the condition of your glow-plug-hot-shot by using an ordinary flashlight bulb.

Treasurer's Report

No Treasurer's report.

Model of the Month



Don White won model of the month with his converted Astro-Hog to a PT-19 with an O.S. 60 engine. The airplane was built by Don's father in 1957. Don also brought in an early vintage Orbit Brand Reed Radio for viewing. It has been used in the Astro-Hog

Program

Mel Keister from Brookside Machine presented a variety of on-board starters of excellent quality.

Charlie Stevens brought in his 1/3 scale "Taylor Craft" and demonstrated one of Mel's starters.

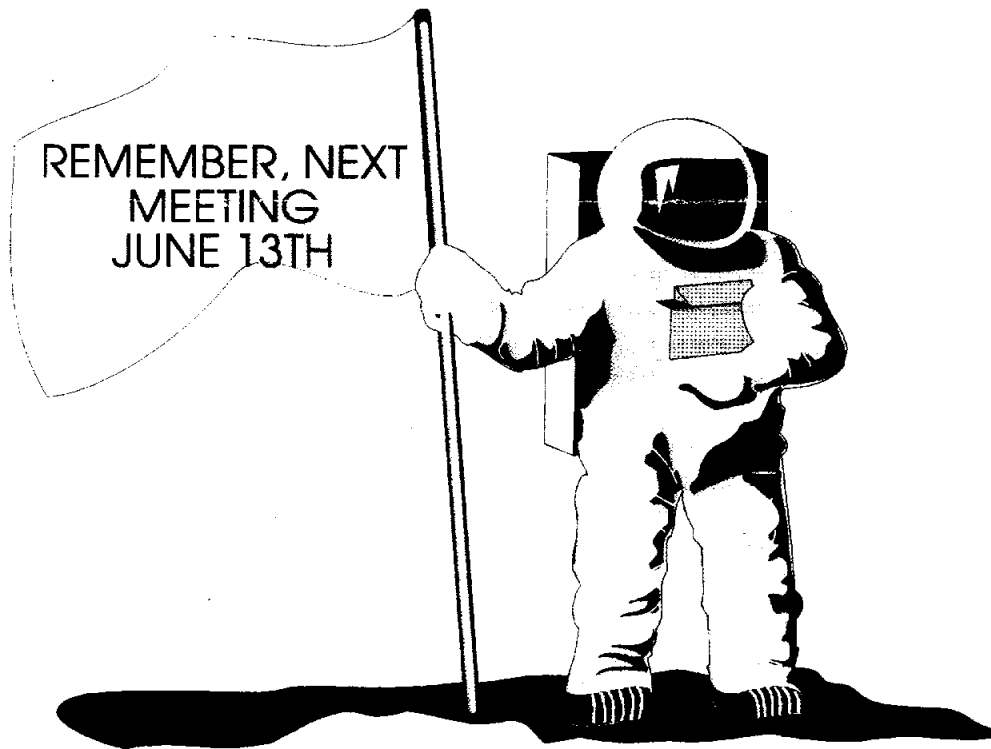
For those of you who missed the meeting, you missed a really good informational program

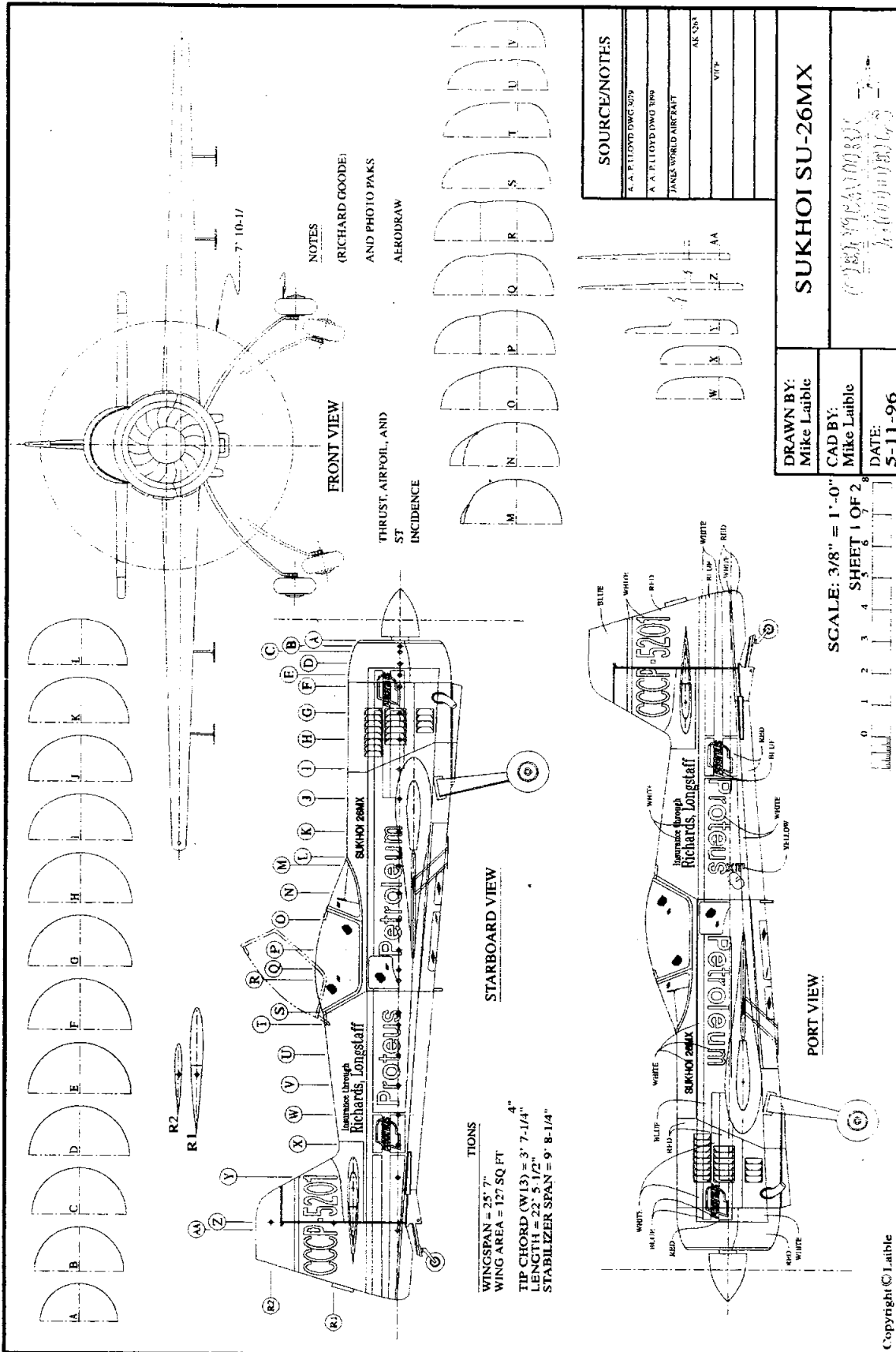
Refreshments

Don Fisher volunteered to bring refreshments for the June meeting.

1996 MSC/RCC Calendar

<u>Date</u>	<u>Event</u>	<u>Date</u>	<u>Event</u>
June 1-2	Texas City Spring Fly-In	Aug 17-18	Southwind Flyers Big Bird Event
June 8-9	Bomber Field - Warbirds	Aug 23-25	Ballunar Festival
June 13	Club Meeting	Sept 12	Club Meeting, Nominations
June 13-16	IMAA Rally of the Giants, Lake Charles, LA	Sept 20-22	Bomber Field B-17 Gathering
July 6-7	Prop Nuts Big Bird Fly In	Sept 28-29	Midwest T-6, Dick Scobee Field
July 11	Club Meeting	Sept 28	Club Fun Fly Annual BBQ
July 27	Club Fun Fly	Oct 10	Club Meeting, Elections
Aug 8	Club Meeting	Oct 12-13	Prop Nuts Big Bird Fly IN
		Nov 14	Club Auction
		Dec 12	Club Christmas Party





June 1996

Fuel for Sale

Jim Brock	334-1715
John Campo	488-7748
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	474-1195
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

Club Officers

President	Bill Langdoc	482-2369
Vice-President	Mike Laible	474-1255
Treasurer	Dave Hoffman	476-5206
Secretary	Don Fisher	474-4942

The R/C Flyer

EDITOR: Michael R. Laible

ASSEMBLY AND DISTRIBUTION: Bob Blaylock

Articles and want ads can be submitted to Mike Laible on 5.25" or 3.5" floppies in ASCII or Microsoft Word, E-mail at milaible@phoenix.net, or hard copy formats can be sent to: 2823 Sea Ledge, Seabrook, Texas 77586. Club Homepage at "<http://www.phoenix.net/~mlaible/msc.html>"



"Support Your R/C Flyer"

The R/C Flyer



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