

June 1997

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

President's Corner

Mike Laible

What can be more disappointing than the fun-fly being rained out? Well, not to worry. The next weekend turned out just great. The fun fly was a blast. It was so much fun that everyone should try to make the June Fun Fly. Speaking of June, I will miss the June club meeting and Fun Fly do to a long awaited vacation. My wife informed me I need to leave all the modeling mag's at home (*Shhh, I'll buy one at the airport*).

I forgot to mention this at the meeting but I had the opportunity to attend the Lone Star Air show in early May. The show was fantastic. I have never seen a Corsair, Hellcat, and Bearcat in the air separately much less all at once. I believe the highlight was seeing old Gene Kranz perform the preflight meeting for the B-17. Once the preflight was over the old bomber rolled right towards me. It was quite the sight. Also, I forgot his name (I hear Resha is on first name basis) but a 74 year old man was flying aerobatics in a Pitts special. See Don, it's never to late. The highlight was being able to snap about 20 pictures of a F8F-1 Bearcat, Howard Pardue's plane. I have decided this is the paint scheme I will use for my Bates plans. Be watching for the construction in the near future.

I am glad that Bill Langdoc followed up on the

pavilion request. I plan on working with Bill to get this going right away. I went to the field and marked out with spray paint a 16' x 24' area. Let me say that this seemed plenty big. In fact, if we fill this much space at one time I'll Oh well you get the message. So it seems like a 16' x 24' is the right size, and placing it directly behind the flight box. I believe this will be a nice addition and will help in recruiting some active flyers. This reminds me, I heard a rumor the next Ballunar Festival will be on the flying field!!!!!! I guess it will be easier to put on a show. Watch for the dates, late August.

Well as I told you at the meeting my number one student has soloed. Kellan still needs to work on some figure eight's and then I will sign him off (as of mail date he has been written off). I was very pleased with how he managed the throttle for a cross runway landing. I myself remember training and the cross runway landings always seemed to be the best training. It seemed like the pressure of having to land in a small area taught you throttle management. It seems to easy when you have all that runway. You should have seen the ear to ear smile from Kellan when he stuck that first cross runway landing.

On the building side, at the last meeting I mentioned that Kellan bought a Great Planes Extra 300. Well he received the kit on Friday May 9th. By the time of this writing, May 12th, he had the tail feathers and wing panels completed. I believe his Mom is about ready to shoot me. She said he doesn't even come out for dinner, dust is all over,

and she has to make him do his homework first. Well, another modeler!!!!

I received a surprise call the other day. It seems that the article I called "This and That", subtitle "the 3 second barrier" that was in last months newsletter was written by Dave Berry of the Miami Herald. His office called to let me know (how the heck did the RC Flyer end up in Miami) that I needed to give him credit for the article and send a copy of this credit to him. **WELL, Dave, consider this your credit, THIS AND THAT in May's RC Flyer was written by Dave Berry (sp) of the Miami Herald.** I did not know this was written by Dave Berry. I received the article off the District Eight mailing list with no author attached. Oh well. Dave Hoffman, does the club cover my financial burdens if I get sued?

Well that is all for this month and see you all in July. Have a great time at the June meeting and I hope the June Fun Fly is a success.

Till next month. Safe flying.



Windex and Monokote ?

Something I picked up off the net: I am not aware if the undersigned is actually the author. If he is not, do not call me!!!!!!!

The process of applying monokote over monokote using Windex is actually very simple. I learned this technique from Rick Shafer (sp?), a top scale modeler. Here are the steps:

1. Cover the model or a section with the base color. Cut the trim color to shape (regular monokote, not a trimsheet). The best way to do this is on a plate of clean glass or mirror using a very sharp hobby knife or razor blade.

2. Clean the base color monokote with Windex and a lint-free cloth where the trim will be positioned. Completely wet down the surface of the base color with Windex where the trim will be positioned.

3. Apply the trim to the wet surface. You will have 10-30 seconds to position it.

4. Use a credit card or something similar to squeegee all the excess Windex and air bubbles out from under the trim. Use a cloth to get the excess Windex off the model.

5. Wait a few hours for the Windex to dry completely. (it probably dries in an hour or two, but I always wait at least 3-4 hours)

6. Using your covering iron, GENTLY iron around the perimeter of the trim to seal it down. I seal about 1/2" of the perimeter. Some guys do not do this and don't seem to have any troubles, but I do it for added insurance against the trim peeling up.

The only problem you will run into is when you want to put trim over compound curves. The Windex method obviously doesn't work because the covering material needs to be shrunk. I have used the Windex method on a portion of trim section on a flat surface and ironed the remaining material around a curve.

Using the Windex method I have never had problems with bubbles and I have never had problems with trim peeling up, even after DOZENS of cleanings with glass cleaner and paper towels.

Charles, cquinn@austin.cc.tx.us

The R/C Flyer

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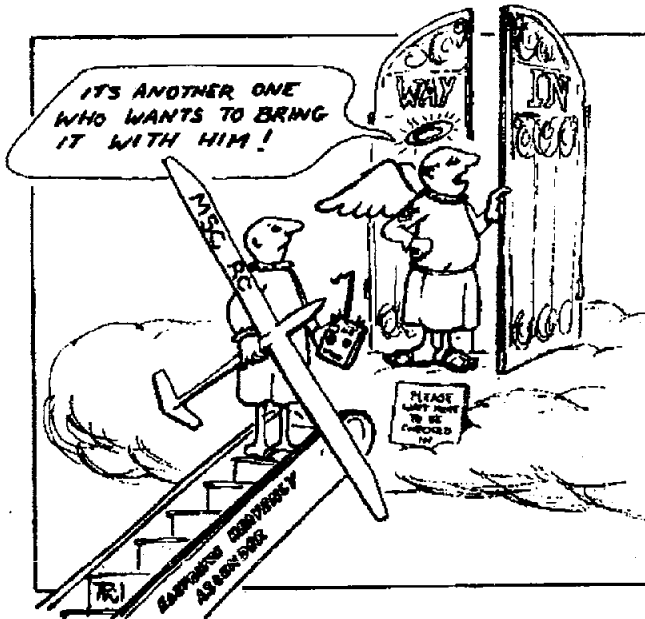
Articles and want ads can be submitted to Mike Laible at 474-1255, on 3.5" floppies in ASCII or Microsoft Word, E-mail at [mlaible@phoenix.net](mailto:milaible@phoenix.net), or hard copy formats can be sent to: 2823 Sea Ledge, Seabrook, Texas 77586. Club Homepage at "<http://www.phoenix.net/~mlaible/msc.html>"



"Support Your R/C Flyer"

**Next Meeting on Thursday
June 12th, 1997, 7:00 PM
Clear Lake Park Building**

Lighter Than Air



Brian Morris

The May Fun Fly got off of the ground after a one week rain delay. Three events were held. The last two competitions were created on an impromptu basis, adding to the fun.

The old standard Randomly Timed Pylon was first. Four heats were required to determine the winners. First place went to "Lucky" Don Fisher, who qualified for the finals with a win in the consolation bracket. Mike Laible was second and Barry Williams was third.

The second event was a Dead Stick Spot Landing competition. First place for being closest to the

target after roll out was achieved by Mike Laible who seemed to have brakes on his airplane. We forgot to impound the plane so we'll never prove it - but we'll be watching closer next time Mike. *Editor: OK guys, don't be talking about me in June. It actually was a well executed side slip.* Jeff Longmore was second, and George Nixon was third. George had to roll his plane over and catch a wing tip to avoid losing third place to Don Fisher.

The last event was timed Touch and Go's. Jeff Longmore won this event with a vintage, open cockpit airplane with a barnstorming pilot wearing a scarf. Don Fisher and Mike Laible tied for second and Don won the fly-off.

Total Standings

Members	April	May
Mike Laible	5 pts.	11 pts.
George Nixon	6 pts.	7 pts.
Jeff Longmore	0 pts.	6 pts.
Don Fisher	0 pts.	5 pts.
Charles Copeland	4 pts.	4 pts.
Ray Randolph	2 pts.	2 pts.
Barry Williams	0 pt.	1 pt.
Scott Anderson	1 pt.	1 pt.

Twenty Years Ago

MSC RCC
June 9th, 1977

Discussion took place on the June and July MSC RCC. The June contest was a two day event and even had a sport scale event. A raffle was held on Sunday, \$1 a ticket. *Editor: WOW and organized event, can the MSC RC ever hold another event?*

Model Of the Month:

Charlie Palermo had the body of his 1/4 scale Great Lakes and discussed the newly acquired chain saw engine and it's installation. The motor has a magneto ignition system and burns regular gas (20:1 gas/oil mixture). Mike Guariano asked if he had

range tested it with the engine running. No radio problems were encountered.

Lee Foxworthy discussed his Sig Cadet with S.T. 35. He had four flights on it with Dave Hoffman helping him.

Dave Hoffman discussed his (pilot) Little John by World Engines. Dave said it had good flying characteristics and appears to be stable, well built airplane.

Julian Symons discussed Gil's Scooter controlled by a two channel cox radio. The scooter has had 60 flights to date and is really fun to fly.

Dave Thomasson discussed his scratch built Wind Free. Wing covering was Monokote with fuselage satin kote finished Super poxy.

Dave Thomasson won for the Wind Free. **tf**

The treasurer's report showed a positive net balance and 106 members registered for 1997. A new roster will be made available to all club members

 **Old Business:**

Awards of 1 gallon of fuel were presented to the winners of the April Fun Fly events. George Nixon was a double winner, coming in 1st in the climb & glide and the alarm clock pylon. Mike Laible won the timed 3 rolls & 3 loops event.

A discussion followed on the May Fun Fly, scheduled for May 10. The primary issues were if monthly fun flies were too frequent, and the need for generally understood, uniform rules. It was decided to continue with the previously approved plan of monthly fun flies, and to generate a written set of rules for each event that could be provided to all contestants on the day of the event.

The Spring Youth Program events had to be canceled due to school schedule and weather problems. The teachers involved are interested in trying again in the Fall.

The AIAA approved Mike's proposal for \$1000 for a high school airplane design contest. A planning conference with the three CCISD high schools and Charles Kelly, who has helped establish such things before, is being scheduled. The goal is to have a curriculum generated over the summer so that an elective class or after school activity can be offered in the fall. The club's involvement will be to provide a flying site for the contest, pilots, and technical consultation throughout the process.

Mike Laible reported that the new fire station radio tower will transmit a 30 watt, 458mhz UHF signal for about 1-5 seconds whenever it is polled. These transmissions should be no problem for us.

Bill Langdoc reported that he had contacted several people at JSC to check on the potential feasibility and requirements for the club to build a shelter at

Minutes from the May 1997 Meeting



Minutes by Bill, the Secretary

 **General:**

The May 8, 1997 MSC R/C Club meeting was convened at 7:08 pm by President Mike Laible. There were 29 members and visitors in attendance.

Minutes of the April meeting were approved with a correction that Resha Hill provided the April refreshments, and Don Fisher will do May.

the flying field. While there will be constraints, and final approval will be up to the Center Director, the JSC Facility Engineering Division is willing to work with us. The club indicated a desire to proceed, so Langdoc will work with Don Fisher and Mike Laible to generate specific plans to provide for JSC review and approval.

A review of the club fuel situation showed at least 11 gallons remaining. It was agreed to wait another month before placing a new order.



New Business:

JSC has a cooperative activity going with Moody Gardens. There will be a special event on Saturday June 7 for the opening of the new Moody Garden's Discovery Pyramid. The club has been approached by the JSC Public Affairs Office to see if we would like to be part of the program with a flying demonstration or display. Options were discussed with several concerns voiced about the feasibility of performing a safe flying demonstration. The club agreed to discuss the situation further with PAO and try to do at least a static display.

Mike presented a letter he had received from Cliff Weirick, a one time club member who now lives in Oceanside, CA, who had seen the club's home page on the internet.

Mike also showed photographs he had received from a high school student in northern California showing an R/C trainer that the student had built with Mike's help via many e-mail exchanges.

The AMA wants to be provided the latitude and longitude of each sanctioned flying field. Jeff Longmore has a hand held GPS receiver and will get the coordinates for our field.



Show and Tell:

Three airplanes were displayed. Scott Morton

showed his 2 meter Spirit sailplane. It is set up as a 3 channel control system with spoilers. Scott is new to the area, but says the plane flew very well in Arizona

D.J. Hoover presented his first airplane, a rubber band powered balsa plane covered in paper and dope. Except for setting the dihedral breaks on each wing, he did the work all by himself. D.J. says the plane flies well.

Dean Lukover showed his Chips Akro II, build from a Linck Model kit. and. The plane is powered by a Saito 50 4-stroke, and has not yet been covered. Dean showed the very detailed instruction book and said the kit was very high quality and easy to build.

D.J. Hoover's plane was voted Model of the Month.



Program:

The Copelands provided the program. Ed gave a presentation on propeller selection criteria, and Charles showed his still under-construction 1/3 scale Extra. The Extra is a Lanier kit, has a 102" wing span, and will be powered by a Sachs 5.8 gas engine.



Refreshments:

Refreshments were provided by Don Fisher. Refreshments for June will be provided by Charles Boehl.

The meeting was adjourned at 9:00.

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

Club Officers

President	Mike Laible	474-1255
Vice-President	Frank Jenson	470-1025
Treasurer	Dave Hoffman	476-5206
Secretary	Bill Langdoc	482-2369

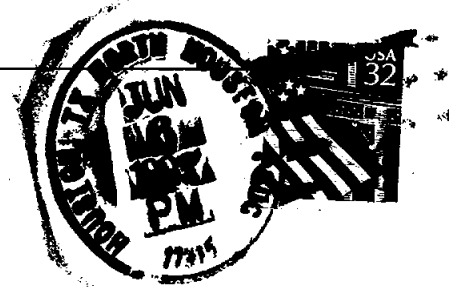
Instructors

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 Laible	474-1255(H)	244-8376(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

The R/C Flyer



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