

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

The President's Corner

Charles Copeland

Greetings RC'ers! June turned out to be a pretty good month for RC activities. We had two successful fun fly's and plenty of participants. Thanks to all who attended the powered and glider fun fly's. In the powered fun fly, Daryl McGregor really cleaned up by winning two of the three competitions. Daryl took home a Great Planes Ultra Sport 40 and some fuel. Congratulations Daryl! I want to thank Isaac at Hobby Center for donating the airplane kit and many other prizes for the event. I think having nice prizes to give away brought more people out this month than in the past. Many of you know our own Dave Hoffman as the mild mannered instructor pilot who has been helping student pilots for many years, but at the June fun fly we all saw a different side to Dave. When it comes to competition, Dave is one serious, take-no-prisoners competitor. There was a two round fly off in the touch and go competition before someone was able to beat Dave. We had better watch out for this guy in the future! In addition to all of the pilots who participated, I want to thank all of the folks who helped with timing and score keeping. Also a big thanks to John Simmons for cutting down the weeds on the flying field. That's about

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Words From the VP

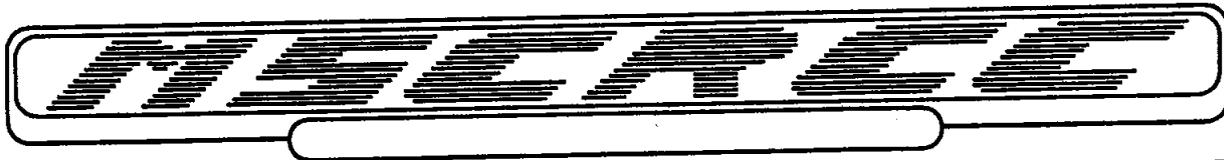
Jerry Hajek

I'm happy to say that a lot of flying went on last month. A few weekends of good weather got us back on track. Both the powered and non-powered fun flies were successful. A lot of fun was had and some really nice prizes were given away at both events. One thing that is starting to show up in the fun flies is the improved precision and skill of those taking part in the events. It's amazing how a little friendly competition can bring out the best in a pilot. We can fly around the patch and do our three touch-n-goes and advance very little while having a great time. We can also have a great time performing a sequence of aerobatic maneuvers to perfection or zooming off the tow hook for a four minute precision flight and gain skill and confidence. The fun flies are doing the same thing for some of our pilots and we're all having fun.

The Glider Fun Fly was held on schedule with a good turn out. Thanks to Al's Hobbies and Joe at Texas Model Trends for the 2nd, 3rd, 4th, and 5th place prizes. The list of winners are:

- 1st Place - Jim Farris winning the "Spirit" kit
- 2nd Place - John Campo winning a \$15 TMT gift certificate
- 3rd Place - Jerry Hajek winning Al's Insta-Cure + CA
- 4th Place - Jesse Robins winning a TMT hat
- 5th Place - David Dale winning a TMT hat

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Minutes for the June 13, 1991 MSCRCC Club Meeting

Dave Fennen

Meeting was called to order at 7:34

Don Hall had 16 cases of fuel to distribute to fuel salesmen.

The club added Don Fisher and Charles Copeland to the list of fuel salesmen.

A note was made to include the new fuel price in the next club newsletter

Thanks went out to all who helped with the District 8 Fly In.

HAMCI is considering the purchase of a Frequency Scanner (ICOM) for all HAMCI clubs to use for a donation of \$75.00 per club. We will discuss and vote on this in the future.

There will be a rocket club meet at our field June 19.

Fun Fly prizes were shown off and discussed.

Wide band equipment is no longer permitted at our field.

Wayne Green won model of the month with his Great Planes Sportster 40 Biplane.

Aerobatics with Dave -The Preflight-

Dave Fennen

This month we'll talk about the most important yet most widely overlooked maneuver in the book... the preflight inspection. Too many modelers, including yours truly, fall into the pattern of charging the aircraft, kinda lookin' it over, and flying several consecutive flights with no further inspection of the aircraft.

There are two preflights, one before engine startup and one after, that should be performed before every flight. The former takes about two minutes and the latter about 10 seconds to complete. You should first perform a range check on your radio adhering to the instructions provided with the set. Following the range check, you should tug firmly on all of the control surfaces to make sure that they are secure. Next, make sure that the engine is fastened securely to the plane. Don't think for a minute that your motor won't run you down if it breaks loose. Be sure and check your control linkages before and after each flight to ensure that they are fastened securely at all points. Before attaching the wing, to the fuselage, check the servos and servo arms for tightness and see that the battery, receiver and tank are all securely held in place. Also, verify that the Rx antenna is fully extended outside of the airplane. The batteries, the life and blood that makes our little playthings dance in the sky, are all too often neglected until the night before flying. Ooo! A big No NO. The batteries should be monitored closely before each flight with an expanded scale voltmeter that can be purchased

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