



July 1993

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

President's Corner

David Tadlock

The June Meeting went very well because you participated. We still need to see more planes for the model of the month. Surely there must be some people out there that are building.

Flight safety was well discussed. It is always good to hear from people who have had first hand experience with model accidents. Hearing about these accidents can give us insights on how to improve the safety our sport. Several items can be implemented immediately and can be fully successful. Other items may take a year or more of change to reach our goals. Many of you heard the request that we get used to announcing in a strong, loud voice our intention to take off or land. This will make aware the PIT as well as flight line so they know to look up until the plane is either airborne (taking off) or engine quits (landing). There was also a request for us to get into the habit of volunteering to spot for pilots on the flight line. At least to have one spotter out there to watch for people on the field and close flying planes. These are all just good common sense and common courtesy.

For future entertainment, we expect to discuss engine tuning and operation. Many of us struggle to achieve smooth idles and strong throttle up responses. The club is trying to locate a qualified speaker in this area. One often wonders how to tell if you have bad fuel,
(continued on Page 2)

Words From The VP

Ed Copeland

Thanks to Dennis Smerz for bringing the Hammer 20 in for us to see. Nice job Dennis. I hope I get to see it fly some time. I have not seen a Hammer with retracts before and I can imagine how great it will look in the air. We need more new planes at the meetings. If you have one that is almost finished, just started, or an old one that has a new cover job or something bring it in for all of us to see.

**Next Meeting
This Thursday
July 8th
7:30 PM
Clear Lake Park Building**

I hope the safety discussion was as informative for each of you as it was for me. Under the circumstances it seemed sensible to forego the usual entertainment in favor of a round table discussion on safety, and to hear Mike Goza's comments. I feel that the most important aspect of all this is basic safety consciousness at all times. It may be necessary for each of us to speak up at some time when something does not quite look right at the field. Then the other guy will become more safety conscious as well.

(continued on Page 3)

Minutes from the June 1993 Meeting

Resha Hill - Secretary



David Tadlock called the meeting to order at 7:45 pm. The minutes of the previous meeting were accepted as published in the newsletter.

Old Business:

-Radio Frequency Survey. 18 members have responded. The intent of the survey is to make the data available to members information will be put in the newsletter. Survey forms are available at the meeting.

-Dean Umbarger sent a message that volunteers are still needed for the Houston RC Air Races which will be held June 24-27. If interested call Dean Umbarger.

-Dave Hoffman still has a few pair of glasses remaining (3 dark and 1 light). Contact Dave if you would like to buy a pair.

-Field ^{passes} patches are available and can be obtained from Dave Hoffman. Two more orders for popcarts are needed to meet the minimum requirement of 12 before an order can be placed. If interested in purchasing a popcart, contact Dave Hoffman.

New Business:

-Engraved name tags are on order, hopefully they will come in soon.

-Mike Goza described how the accident occurred at the field. Safety awareness tips were discussed and it was decided that "Safety Awareness and Tips" should be published in the newsletter.

-Recommendation was made to restripe runways. Instructors will get together to schedule and plan.

-A checklist needs to be developed for instructing students, as well as a glossary of terms. This should

assist all instructors with consistency of terms when training and in determining when a student is ready to be promoted to pilot.

July refreshments will be brought by Marshall Bird.

The R/C Flyer

EDITOR

Jerry Hajek

ASSEMBLY AND POSTING

Daniel Hamala

Articles and want ads can be submitted to Jerry Hajek, 486-4722 or on 5.25" or 3.5" floppies in ASCII, Word Perfect, PFS, Word Star, Modem Xfer, or hard copy formats. "Support Your R/C Flyer"

(Pres from Page 1)

bad glow plugs, too lean or too rich, should you adjust the full throttle before or after idle is set. What impact the tank size and location has on the mixture is another discussion area. Please come to the meeting with engine questions ready.

(VP from Page 1)

Speaking of safety, I just got back from the Dick Rutan composites workshop in Chino California. The first hour and a half of the workshop dealt with safety in handling epoxy and the chemicals we are exposed to in the process. I had no idea that there was so much safety related business to discuss and that there is so much available in the way of respirators, gloves, cleanup chemicals, etc, for the handling of these chemicals. I will mention a little more of this in the meeting. The workshop was very good. There were two home built composite aircraft there for inspection. Dick flew his Long-Eze in from Mojave California and Nat Puffer and his wife flew in from Mesa Arizona in a Cozy Mark IV. Nat sells the plans for the Cozy. If you have never seen one of these aircraft up close you would be amazed at the finish considering that the process is a moldless core composite process. The surfaces are as smooth as the finest racing boat. This was the object of the *(continued on Page 3)*

If you haven't done so already, complete and return the following survey. The results so far are given elsewhere in the news letter.

-----CUT-----

**MSC R/C CLUB
RADIO FREQUENCY SURVEY**

The MSC R/C Club is conducting a survey of the radio channels used by club members to help those buying new radio systems to better select a channel. The results will be made available to all members and will be updated periodically (maybe yearly) so that we can all have less time waiting for the frequency pin, and more time flying.

Complete the form and return to Bill Langdoc, 106 Royal Court, Friendswood, TX 77546 or NASA JSC, SP5.

Name : _____

Channels used (list all): Primary Radios _____, _____, _____, _____, _____

Secondary Radios _____, _____, _____, _____, _____

I usually fly: _____ weekends, or _____ weekdays, or _____ both

_____ less than once a month, or _____ once a month, or _____ once a week,

or _____ more than once a week

(VP continued from Page 2)

workshop: to teach the basics of moldless core composite construction suitable for homebuilt aircraft. The methods and techniques, along with choices of material were worked out, for the most part, by Burt Rutan at Rutan Aircraft Co.

While I was there I had a chance to see the Planes of Fame air museum. There are some great planes there and some great ones in the surrounding hangers. I saw a recently restored Waco Cabin that was suitable for framing.

After the workshop I managed to lash up with Paul Curley, who flew open class Reno racers at Madera the last two years and has competed in the Scale Masters in '90, '91, and '92 (that I am aware of). He qualified in Phoenix this year winning second place. He took me around to meet several of his friends in the open class Reno world who were at the time engaged in building (the garage door was open so we stopped in). One of his friends makes his living building recon RPV's for the military. He has managed to obtain a 38 HP rotary engine from one of his military projects and is in the process of reducing the 16 pound (?) weight to the limit for unlimited Reno. I think he said it was 18 pounds when he started. Think about it! A 38 HP engine in an under 55 pound racer. Compare that to a .9 HP 40 size engine in a 6 pound trainer or even a 2.5 HP 60 size in a 7 to 8 pound pattern ship. That is going from about 3 pounds per HP to less than 1.4! This is all too much for me to contemplate. I am still stunned by the power in my ST 2500/WACO.

I took a side trip to Mile Square Park (in Westminster?), which is one of the busiest RC fields in the country and must be the largest in the LA area. On other occasions I have seen 18 to 20 planes in the air at one time. From the spectator area it is possible to watch rockets, control line, gliders, and RC planes in different areas. There is also a large model car track and two years ago there was a 1:4 scale car track. It is gone now. They have finally put chain link fences all over the place. When I first visited there 5 years ago it was all open. They have also tightened up the rules and do not allow spectators in the pit area. That

is also now the rule at Sepulveda Basin (near Santa Monica). There is almost always a breeze off the coast which blows straight up the field from left to right. I am told that there are flyers with ten years experience who have never flown a left hand pattern. This field offers proof that a degree of safety can be maintained at an extremely busy field without the presence of a field marshal, relying only on the safety consciousness of each of the flyers.

Safety Awareness and Tips

- Hold your airplane when starting
- Make your intentions known, call out when you take off or plan to land.
- Fly the pattern.
- Don't turn away or walk away from your plane when it is running.
- It is recommended that you have a spotter when flying your plane.
- When you land DO NOT taxi to the pit or spectator area. The engine should be shut off before you cross the yellow line.

ISAAC

~~ISAAC~~

Thanks goes to Izic at Hobby Center of Clear Lake and Joe at Texas Model Trends for their generous donations again to support our Glider Fun Fly Contest. Even the spectators were included in the first round raffling off of gift certificates. 1st, 2nd, 3rd, and 4th places prizes were awarded for the pilots as well as raffle prizes. We are planning another glider contest so get ready to fly with us and take home a prize.

For Sale...

Anyone willing to sell a used or new Popcart call Darrell Dorsey 280-0529(H) or 393-4150(W).

Great Planes CAP 21 assembled and flown. 72" span ready to except a ST 61, 75, or 90 and a Futaba servo tray. All linkages adjusted for 4 ch operation. \$95 Call Jerry 486-4722(H) or 246-4312(W).

The R/C Flyer

130 W. San Augustine
Deer Park, Texas 77536
(713) 479-1945

July 1993

Fuel for Sale

Jim Brock 334-1715
John Campo 488-7748
Charles Copeland 532-1570
Tas Crowson 474-9531
Don Fisher 474-9531(H) 483-2157(W)
Wayne Green 484-3151
Don White 488-3151

Instructors

John Campo 488-7748
Charles Copeland 326-2360
Paul Ellis 480-3893(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) 246-4472(W)
David Hoffman 476-5206(H) 479-1945(W)
David Tadlock (Glider) 481-5227