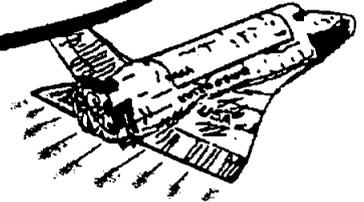
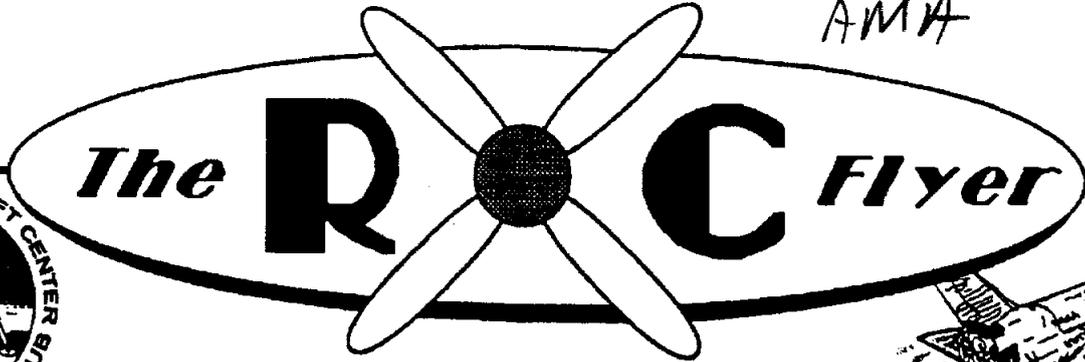


AMA



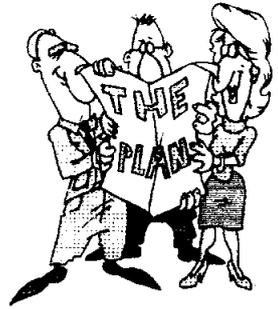
July 1996

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

President's Corner

Bill Landoc

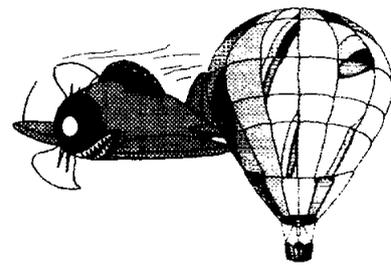
At the last meeting the club approved a trial period to evaluate a significant change to our long standing flying field rules. Driving out and parking by the pit area was approved effective June 13 for a one month evaluation. Based upon the results of this trial, we will discuss and vote at the July meeting whether to approve a permanent rule change, further evaluation, or return to the way we have been operating. This proposed change is the result of a desire to find ways to make the club more attractive and accommodating to both new and old members; and the experience we have had with safely sharing the antenna range with rocket club vehicle traffic.



Making the long walk from the parking lot behind Building 14 with aircraft and gear in tow has been the tradition for our club. The club policy was based upon three concerns. A Center desire to minimize vehicular traffic on the antenna range, a club concern with how to safely handle traffic near the flight line, and a concern with the potential for an out of control aircraft to hit a vehicle parked near the pits. These were all valid issues, but the resulting walk out policy has been an impediment which has kept some from joining our club and

caused many others to leave to fly elsewhere.

An assessment by the Center Facility Engineering Division has removed any concern with excessive wear and tear on the antenna range from light traffic such as the club would provide. The new stop signs and the procedure of waiting to be motioned to proceed has shown that cars can safely transit the flight line area. And lastly, the experience from the last few fun fly's/work days, where we have driven out and parked with food and equipment; plus a review of "out of control" incidents over the past few years, has shown that the danger to parked vehicles is small. Murphy's Law says that sooner or later some one will get their vehicle hit, but that could (and almost has) happened even parking behind Building 14. We just need to be ever careful, and if you really have concerns about your new Cadillac, continue to park at Building 14 and walk out.



Another item of importance is the Club's planned participation in this year's Ballunar Festival on August 24 and 25. We plan to put on a 30

minute flight demonstration on both Saturday and Sunday mornings, using helicopters, sail planes, and airplanes. Plus have a booth where we can exhibit and explain our hobby to the public. To man the

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booth all day both days without being a burden on
er of volunteers. At the next club meeting we will
start a sign up sheet. Please give serious
consideration to providing an hour or two of time
on one of the two days. This event will be the best
opportunity we have had in along time to showcase
our hobby, and to reach a large number of potential
new members.

By now you should have received under separate
mailing a copy of the club member's handbook.
*(editor's note: Well let's say soon after the
newsletter)* Mike Laible is to be thanked for taking
the initiative and the time to put the handbook
together. There are several recommended changes
to the cub bylaws and rules that are noted in this
version of the handbook. Please review these
proposed changes and come to the next meeting to
discuss and vote on them. Following that vote, a set
of change pages will be sent to everyone so that you
can update your handbook to the latest, finalized
version.

See you at the July meeting, and fly often and fly
safely. 

Words From The VP

Michael Laible



By the time you all
are reading this I
will be on my way
to the Scale NATS.
I plan on taking
plenty of pictures to
spread around at the
August meeting. It
should be a great
trip considering I am

flying into St. Louis to meet my father and then
driving to Muncie.

Speaking of Pop, I just received the Hawker Sea

Fury he built and I designed. What a beautiful
model. Test flight is scheduled for June 28th and
hopefully it will be in one piece for the August
meeting. I can not tell you how exciting it is to be
working with my dad on my designs. He is the one
responsible for taking what little time and money
our family had to build and teach me to fly control
line back in the late 60's. To return the joy gives me
great pleasure. For his relentless construction I
have sent him my first prototype of the "Sorta
Cessna" for him to train on. Watch out land
dwellers.

I just received the 1996 "World and United States
Aviation and Space Records", NAA, annual report.
Guess who is on the cover? Yes, Mr. Robert "Hoot"
Gibson piloting the Miller Special, M-105. His
record is "time to climb to 9000 M" in 1 hr 9 sec.
Hats off to Hoot. In fact, he has two records. The
other is longest duration docked in space, highest
altitude docked, and most assembled mass in space,
all for STS-71.

I always hear AMA and clubs around the country
stress the fact to get the youth involved. Well I
agree but I also think that we need to concentrate on
individuals in the twenties and thirties. Don't get
me wrong, the youth are important. I was just
pointing out the lack of the "straight out of college
group". Maybe we should target the so called entry
level positions at local corporations. Maybe other
changes would attract the thirty year old sector.
Maybe more would try a couple of flights if they
new we had a club trainer. Anyway, just a thought.
Anyone with ideas?

I believe that the Ballunar Festival is an excellent
opportunity to give our club exposure. My wife was
at a Rotary Meeting last week and the Clear Lake
Chamber was very excited about the club putting on
a show. It's show time guys. We need motivated
individuals to help Bill out to make this a wonderful
success. All this activity can be bothersome and
you know, all you want to do is fly. Well the bottom
line is if all you want to do is fly, then OK, do it!!
There isn't anything wrong with that, however if

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you think this is all very exciting or at least interesting then please, GET INVOLVED!! It doesn't hurt, usually it doesn't cost anything other than some time and the gains can be very worth while. If you have an idea for a fun fly or newsletter article, want to man the booth at the Ballunar festival, or what ever, it doesn't do any of us any good if you keep it to your self. Come on, Get involved, make a difference...

Till next month and remember !!!!!



Tip of the Month

From: terrantula@aol.com (Terrantula)

- 1) When drilling holes, always drill a small (1/16") pilot hole first even if the material isn't hard enough to warrant it, you will wind up with a hole exactly where you want it and not "wandered off a bit".
- 2) When cutting material, cut it a little long and then sand to a perfect fit.
- 3) File a flat spot on your nose gear wire so it won't rotate after you tighten the set screw.
- 4) Attach your nose gear arm with an easy connector on the steering arm as well as the one on the servo. This allows you to adjust the nosegear without taking off the wing.
- 5) Attach your throttle with an easy connector on the throttle arm for the same reason as #4.
- 6) If you fly off very rough fields, don't be afraid to put vastly oversized wheels on your trainer. I have 3 1/2" wheels on my "rough field" airplanes, and it vastly improves the ground handling. If you use the light foam wheels, you won't be able to tell the difference in the way the airplane flies.

7) When building your next kit or ARF, install a length of inner nyrod from the receiver thru the end of the tail. With a little WD-40, it's easy to thread your antenna through the tube and out the back. Easier on the antenna and looks better too! 

Famous Last Words

From the Flying Penguin (8/25/95)

-  "I bought some 60% nitro, lets see what this does in my .40 FP...."
-  "Hey, hear that? That's a funny noise. I'll check it out when I land, but I've still got another eight minutes of fuel...."
-  "Let's see how this Duraplane flies..."
-  "Dihedral brace? Naw, I just taped the wings together with some duct tape. It's good enough for the astronauts..."
-  "Why would I bother carrying a fire extinguisher to the field? Alcohol fires are invisible anyway..."
-  "No, I just glued the receiver case back together after the crash and it seems to work okay..."
-  "Yeah I know it's a little cracked, but I don't throw away a prop until it breaks - I save money that way..."
-  "Naw, the radio impound is only for old folks with bad memories - umm, say, have you seen my Ni-Starter? I thought I put it in my pocket...."

**Next Meeting on Thursday
July 11th, 7:30 PM
Clear Lake Park Building**

Avro 698 Vulcan

Jeff Sorg

The world's first large delta-wing aircraft, the Avro (A.V. and Roe Co.,Ltd) Vulcan was designed in 1947 to be a high-altitude bomber capable of carrying a nuclear payload at speeds near Mach 1.

The all-metal Vulcan's wing was seven feet thick at the root, enabling the engines, undercarriage, fuel, and payload to be entirely enclosed for low drag. The Vulcan was designed for four Bristol Olympus turbojets, but since these were delayed, the prototype Vulcan was fitted with four Rolls-Royce Avon engines, producing 6500 pounds static thrust each.

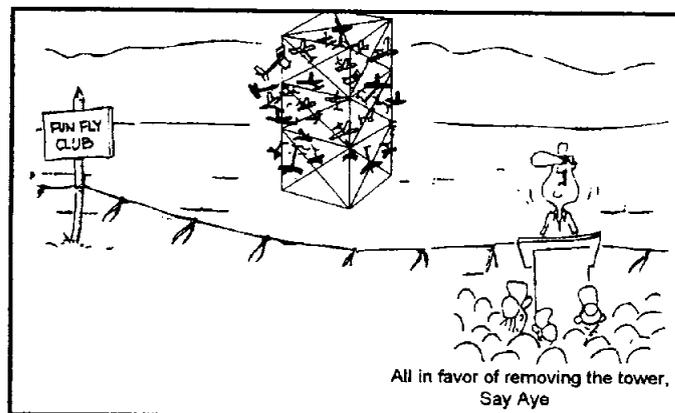
This prototype first flew on 30 August 1952. Several days later at the Farnborough Airshow, Avro chief test pilot and Wing Commander R. Falk rolled the Vulcan, much to the amazement of the crowd. When the Olympus engines became available, the Vulcan B. Mk. 2 came into being with many refinements to the wing, including the addition of elevons which replaced the conventional ailerons and elevator. One Vulcan went to Edwards in July 1961 to check the compatibility with the Douglas Skybolt missile, for which it was to carry. When the Skybolt was canceled in 1963, the Blue Steel missile became standard payload. Many long-distance flights were made by Vulcans in the early 1960's with in-flight refueling. The Vulcan was one of the best transonic medium bombers in the world with its fighter-like maneuverability and long range.

Door Prizes

Michael R. Laible

The J3 promotion started two months ago and very happy winners have walked away. Michael Gragg won the second week. Remember, another prize will be given at the July meeting. So come on out and throw your name into the hat. 

Lighter Than Air



Drying Wet Fuel

From: Tim Skloss (tskloss@zeus.tamu.edu)

Here's an answer to an old post I made a few years back. Do you live in a humid environment and/or have problems with moisture ruining your expensive fuel and engines? Try this method for drying your fuel:

Molecular sieves are basically alumino-silicates (sand) beads that have pores about the size of a water molecule (3-4 angstroms). For model fuel, type 3A will work; bead size does not really matter.

Water is adsorbed on the surfaces inside the crystal lattices and trapped. To rejuvenate the sieves, just bake them at ~350 degrees in the oven for a few hours, and put them into the wet fuel hot from the oven. (or cool in a sealed container first to lower nitromethane boil off when adding to fuel)

Where to get? Try fisher scientific 800.766.7000 cat# M564-500 for \$24.50 you get 500g that can be reused a thousand times. Just leave the activated (dried) beads in the bottom of the fuel container. After one day you should see a great improvement in the quality of the fuel.

If I was running expensive, high perf. engines

(ducted fan racing...) in a very humid environment, I would store my fuel with these beads inside. A little moisture in the fuel can dramatically change the running characteristics of model engines. Methanol is a great absorber of water! Also, never put your engine away with ANY traces of fuel in it. In a few days, the residual fuel can absorb enough moisture to leave a puddle of water in the engine after the fuel has evaporated! You don't want that in a ball-bearing engine!

Minutes from the June 1996 Meeting

Don Fisher -Secretary

Meeting was called to order at 7:30 by President, Bill Langdoc.

Minutes from previous meeting were read and accepted.

Old Business

- Bill Langdoc reported that the Ballunar festival has the MSC RCC on the program for 30 minutes both Saturday and Sunday. In addition, the club will have a booth.
- Bill Langdoc asked for volunteers to man the MSC RCC Ballunar festival booth.
- Mike Laible talked about Club manual and said it is ready and that additions/deletions are marked in bold/strikeout. A copy will be sent to ever member for approval.

New Business

- Door prize drawing was held and Mike Graggs won.
- Ed Copeland presented pictures of his Avro Vulcan that he designed.

Members Tip of the Month

None reported.

Treasurer's Report

Treasurers report read and approved.

Model of the Month



Don fisher presented his 1/4 scale Cub.

Program

Mike Laible brought in a video on the B-17 Flying Fortress. The video is part of the series called "In the Cockpit". Contents included personal accounts of crewman, refurbishment of the "Aluminum Overcast, and flight characteristics. Overall a well done presentation.

Refreshments

Mary Caldwell volunteered to bring refreshments for the July meeting.

1996 MSC/RCC Calendar

| Date | Event | Date | Event |
|--------------------|---------------------------------|------------|--------------------------------|
| July 11 | Club Meeting | Sept 20-22 | Bomber Field B-17 Gathering |
| July 27 | Club Fun Fly ? | Sept 28-29 | Midwest T-6, Dick Scobee Field |
| Aug 8 | Club Meeting | Sept 28 | Club Fun Fly Annual BBQ |
| Aug 17-18 | Southwind Flyers Big Bird Event | Oct 10 | Club Meeting, Elections |
| Aug 23-25 | Ballunar Festival | Oct 12-13 | Prop Nuts Big Bird Fly IN |
| Sept 12 | Club Meeting, Nominations | Nov 14 | Club Auction |
| | | Dec 12 | Club Christmas Party |

Aug 31 Charles Big Bird
David Bellow 315-848-0502

Sept 7-8 Hooley All scale
Stewart Bush CD
580-8577

July 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 |

Club Officers

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

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 |

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>"

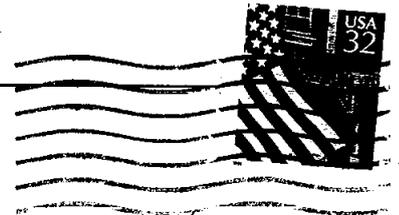


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SEABROOK, TX 77586-1554

