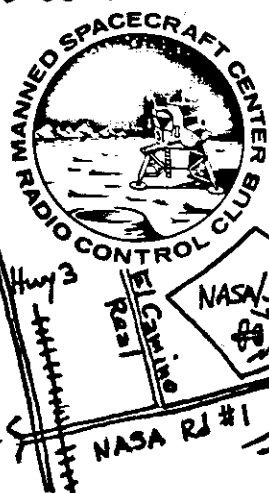


What to do?



NEWSLETTER

D. THOU IMPROVER

DATE: Thursday, August 14, 1980

TIME: 7:30 - 10:00 PM

PLACE: Clear Lake Park Bldg.

PROGRAM: Dave Hoffman will tell us about the tuning of transmitters & receivers!!



READ THIS!

PREZ'S CORNER

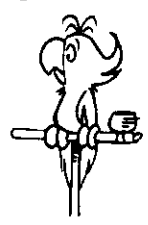
(Dave Thomasson)



I don't know how many of you are "Star Wars" fans, but I do believe we have found Darth Vader. If you don't know what I mean, check the center of the flying field: his hat is out there! Can't really believe that NASA is

using the Antenna Range to test equipment --- don't they know it's a model airplane field??? (Only kidding, guys!)

We have a club contest coming up August 9th. Get the power planes ready! See Ken White's enclosed rules and game plan elsewhere in this glorious epistle. We also have the big scale uncontest coming up in Sept., so get to building fast on those scale birds. Any size will do.



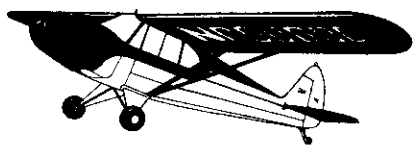
SCALE BIRD

Remember our first annual Bar-BQ is in Sept., too! Get your tickets early - no tickets will be sold at the door. We need an accurate head-count before then.

As voted at the last meeting, a letter expressing the club's feelings to retain Model Aviation as a part of our AMA membership has been sent to District VIII V-P John Embry. Copies were also mailed to John Worth & Carl Wheeley (AMA staff), Bill Winter (ex-MA editor), and Earl Witt (current AMA Prez).



I also have heard that the FCC may approve preliminary plans for 50 new radio frequencies in the 72 MHz band. 20% of these would be put in service soon, with the rest coming later. Do not have all the details yet: will pass them on as soon as I find out.



It's a matter of taste

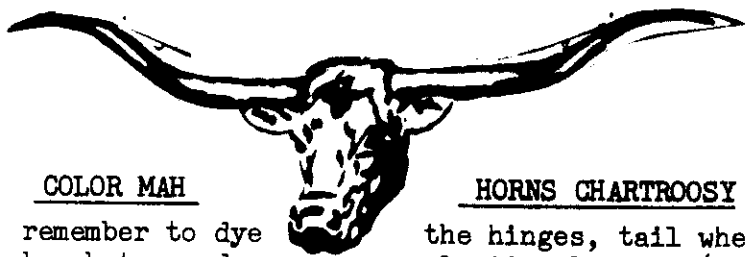
(OR, ARE YOU READY TO DYE??)

Is there any trace of the "artiste" in you?....or do people refuse to eat your Easter eggs?? Do you nearly regurgitate at some of the paint schemes that win at Toledo: great technical achievements, but aesthetically revolting? And how about the other end of the spectrum - the school of "let's use up all the left-over MonoKote scraps." (Sorry, Dick!!!) For those of you who do want your latest Baleful Bird to look as good as possible without putting in 1000 hours of final finishing, here is a tip: plain ordinary RIT or other dye will color nylon parts! Stop and think - don't you really notice those huge, ugly white control horns stuck against a brightly colored surface? If so, then the following cheap, easy, and quick procedure will improve things considerably.



Firstly, wash the parts in soapy PRETTY! water or alcohol to degrease them. Put enough water in a small pan to cover them when they are held in a kitchen strainer. Heat water fairly hot (not nearly boiling) and add about 1/2 to 1 teaspoon of the powered dye. Stir it up and set the strainer in it. Now, if you want something very light like gray or silver, then leave it only about 10 seconds. Rinse under the faucet and check. If not dark enough, repeat until the parts are correct. For saturated red, blue, & etc., the time is considerably longer -- you can also increase the amount of dye in these cases also. For parts that are not nylon, you are on your own. An EK switch actuator arm, for example, didn't seem to absorb the dye much at all and it took about 10 minutes with a strong dye to color it. When finished, hold the parts up against the airplane and see how they almost "disappear". In addition to control horns, do

(OVER)



COLOR MAH

remember to dye brackets, and heaven forbid!).

HORNS CHARTROOSY

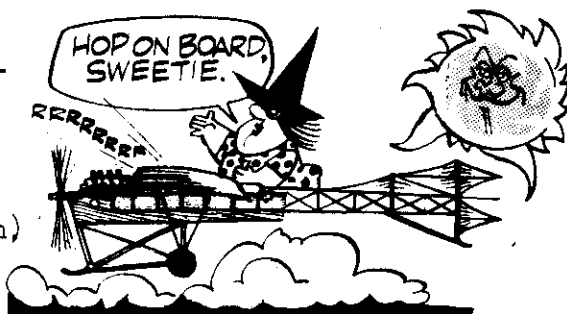
the hinges, tail wheel plastic cleaves (oh, Make hinges the color of the

top of the airplane...then when you and others stand around looking down at it, you won't see white hinges on the red wing and ailerons! You'll be surprised just how much improvement 10 minutes of effort can make. As for cost, one box of dye should last about 5 years unless you need big pots to do nylon props...or maybe your underwear! In any event, I'm sure.....

"You'll be glad you took the time"

Solar Power Takes Wing

(Ed.Note: since many club members saw the Gossamer Albatross on display at JSC, we thought you might be sort-of interested in the current exploits of Paul MacCready, the designer. This article is from the DuPont News and is provided by Dave Thomasson.)



The world's first sustained, solar-powered aircraft flight without battery storage or human power is planned this month and will be sponsored by Du Pont.

Details of the program, which include a long distance flight in the fall — probably between Los Angeles and San Diego — were announced on the West Coast by Paul MacCready, the aerodynamics wizard from Pasadena, Calif., responsible for the Gossamer Condor and Gossamer Albatross human-powered aircraft.

The project has several phases and will be conducted by the group which previously won aviation's largest prizes: \$100,000 for the first sustained, controlled flight on human power, in the Gossamer Condor in August 1977; and \$213,000 for the first human-powered flight across the English Channel, won with the Gossamer Albatross in June 1979. Du Pont materials — including "Mylar" polyester film, "Kevlar" aramid fiber and "Delrin" acetal resin were used extensively in both the Condor and Albatross. "Nomex" aramid fiber and "Teflon" tubing will be added to the Challenger. Du Pont underwrote the cost of the history-making Channel crossing.

Now, MacCready intends to pioneer another adventure in engineering — this one in the solar-powered field — to demonstrate what man and imagination can do using lightweight engineering materials from Du Pont.

The first phase involves adding photovoltaic cells to the Gossamer Penguin, a three-quarter-scale version of the Albatross, built last year as a backup craft for the Channel flight. The cells will convert energy from the sun into electricity that will power a small motor to turn the propeller.

With a pilot aboard weighing less than 100 pounds, the airplane will negotiate liftoff and demonstrate that the craft can turn and remain airborne for up to five miles. This phase, which will be the first sustained, controlled flight of a piloted vehicle solely on solar power, is scheduled this month in California. On May 18, the Penguin lifted off on sunpower and flew about 100 yards, an aviation first.

The next phase calls for the development, design and construction of a radically different aircraft, a high-performance vehicle capable of making safe, long-distance flights even in turbulent conditions.

This ultralight aircraft, called Solar Challenger, would be capable of altitudes of up to 10,000 feet. It would cruise at anywhere from 200 to 2,000 feet and attain speeds of between 30 and 40 miles per hour. Photovoltaic cells again would provide the energy source — no storage batteries would be employed.

A major long-distance flight — Los Angeles to San Diego, for example — is scheduled for early fall. The distance is more than 100 miles along the California coast, and it is expected that thousands will watch the flight.

International Trip

Later, possibly in the spring of 1981, MacCready may attempt a flight of international significance — perhaps from Paris to London, a distance of 213 miles and a feat that could take up to eight hours.

The chief pilot will be Janice Brown, 31, a Bakersfield, Calif., schoolteacher and an experienced pilot.

It is recognized by both MacCready and Du Pont that widespread use of solar power, either commercially or in sporting uses, is a development that is many, many years in the future. They do, however, believe this is a significant and legitimate technical challenge.

It is expected that the flights will capture the imagination of the public, and call attention to the need for innovative technological approaches to the use of energy-efficient lightweight engineering materials and the development of alternatives to petroleum-based energy.

AUGUST MSC/RCC FUN FLY

SATURDAY: August 9, 1980

REGISTRATION: 8:30 A.M. (for both events)

FLYING: Will begin promptly at 9:00 A.M.

SITE: MSC/RCC FIELD

EVENT: COMBAT w/ forced landing

- Streamers shall consist of 50' of string and 30' of crepe paper or plastic streamer.
- 50 points will be awarded to the attacker in the event of any cut.
- A match shall consist of 10 min. duration. Each pilot will receive 1 pt. for each 10 sec. of air time up to 10 min.. Engines cannot be started until the 10 min. clock has started.
- After a contestant takes off, 10 sec. must elapse before the next contestant can take off. (any takeoff)
- At least one landing within 7 min. must be made. Contestant must stop engine, top tank and take off. No stalling on pit stop. If no landing is made within 7 min. - 80 pts. deducted. Time stops when wheels touch ground and starts when engine is restarted.
- At the end of each match all streamers will be measured. No parts may be retied. One point will be awarded for every foot-of length of a contestants streamer.
- A "cut" counts against regardless of how streamer is cut.
- Two or three matches will be flown by each contestant depending on the number of entries. Total points will be score. Flyoff will resolve ties.
- Rainout will require restart of the event on the following Sat.
- Points will be awarded for first through last place according to the number of contestants and results. Points are accumulated toward the year end trophies.
- First through third place of combined points for both events of the day awarded one gallon of fuel.

AUGUST MSC/RCC FUN FLY

SATURDAY: August 9, 1980
REGISTRATION: 8:30 A.M.
FLYING: Second event of day
SITE: MSC/RCC FIELD
EVENT: BLIND BONUS TOUCH AND GO

- Object is to fly as many touch and go landings as possible in three minutes.
- Time starts when wheels leave the ground. Flight ends when three minutes have elapsed.
- Three 20' dia. landing circles will be drawn on the landing strip.
- The point where the main landing gear first touches ground will be the point of landing for that pass (only one landing per pass.)
- All approaches to the landing circles must be into the wind (no cross wind or down wind approaches.)
- Three rounds will be flown. Flyoff will resolve ties.
- One point will be awarded for touches in or on a circle.
- After each round the letter of the blind bonus circle will be drawn.
- One additional point will be awarded for each landing in the bonus circle.
- Rainout will require restart of the event on the following Saturday.
- Points will be awarded for first through last place according to the number of contestants and results. Points are accumulated toward the year end trophies.
- First through third place of combined points for both events of the day awarded one gallon of fuel.