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

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## President's Corner

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Charles Copeland

Hey Gang! Sorry for missing the July meeting but I was forced by my evil NASA monitor to attend a conference in Seattle during that week. I thought of you all while I was visiting the Museum of flight at Boeing Field and the Boeing 747/767 plant in Everett, Washington. I don't know what you've heard about the weather in Seattle, but the week I was there, it was clear, sunny and 65 degrees almost everyday. The only bad part of the trip was when I found out that the day I was scheduled to leave, there was to be a big airshow at Boeing field to celebrate the 75th anniversary of the Boeing Company. On the way to the airport, I passed by Boeing field and saw F16's, F15's, A10's, F4U Corsairs, P-51 Mustang's and dozens of other combat aircraft all lined-up on the ramp, ready to put on a show. Talk about a major disappointment! Anyway, I'm sure everything went smoothly back here at home in the hands of our capable Vice President.

On the subject of censuring the newsletter, which was brought up at the last club meeting, let me point out that the number one priority of this newsletter is to inform our club members and other readers. I think it is fair to question claims

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## Words from the VP

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Jerry Hajek

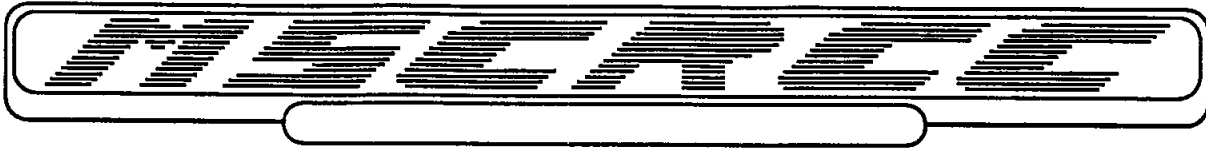
It would be out of character for me to not to say something about the weather. HOT. Okay now that's out of the way I'll keep the rest of my comments short as well.

I was just sitting at the computer normalizing all the fun fly scores and noticed how close every one was. I am really happy to see the participation and hope it continues. We, the officers, ask your forgiveness for not holding a fun fly in July. Our personal schedules conflicted and we thank you for the break. We will resume with a power event this month and have the multi task soaring event in September.

On August 17 I will bring the club gazebo for personal shade and my own waterproof canopy for airplanes to the Bayport Fly-in. I hope to see all of you there. If any student pilots would like to come and fly, I will be happy to help you.

The entertainment for the August meeting will be a presentation by our own Ed Copeland on the subject of CAD. Computer Aided Design is one of the most powerful tools used by the modern day engineer. CAD first appeared as a drafting aid to cut time at the drawing board. Later physical analysis was added and now intelligent software

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## Product Review

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### **CLEAR COAT-** Charles Copeland

One problem that many of us have when finishing a model is the choice of a clear coat to seal a painted model. This can be a real problem when you finishing a model that is partly painted and partly film covered. Say you've MonoKoted your wing and painted your fuselage with a "MonoKote matching" paint. Then when you clear coat the painted part, it no longer matches the MonoKote. Another problem is when you are clear coating over a white finish. Most clears will yellow a white finish. For example, I've been finishing a Combat Models F-15. I have painted the model in the color scheme of the number 1 F-15 prototype, which is gloss white and orange. I've been using Pactra Formula U paint because it is foam safe. When I put Pactra's clear over the Polar White, it yellowed significantly. What to do? Well, I've just discovered a product by Black Baron called Glass Cote. This product claims that it is 94% clear and can be used over epoxy, enamel, urethane, and several other finishes.

## Minutes for July 11, 1991

### MSCRCC Club Meeting

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David Fennen

- Vice President Jerry Hajek called the meeting to order at 7:38 pm. The minutes were accepted as published in the previous newsletter.

#### Old Business:

- The glider contest was discussed and generally considered to be a success.

#### New Business:

- Don Fisher will build a weather proof box to store the club canopy in at the field.
- A fellow club member reminded us that we should keep the field clean.
- A motion was passed to censor the use of the names of any person or organization in the newsletter in a way that might reflect poorly upon the club, person, or organization.
- A motion was accepted to print a "consumer reports" type column in the newsletter dealing with several airplanes.

#### Model of the Month/Show and Tell:

- Ray Randolph won the award with his tricky looking Stick-It.
- Dave Thomason brought his framed gull-wing Stinson for show and tell.

#### Treasurer's Report:

- \$2669.00 Previous Balance
- 28.00 In
- \$2697.00 New Balance

#### Entertainment

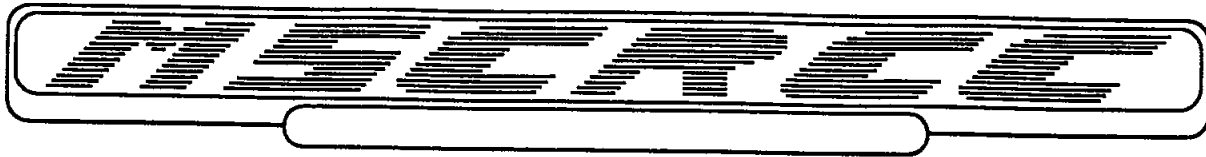
- provided by radio expert Dick Wilkee.

## Bloops and Blunders

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David Fennin

In the interest of fun, we're going to start a little contest this month. I want everyone to drop me a line containing your best R/C related blunder. For example: I once overshot the runway a wee bit, say 200 feet. I attempted to walk out onto the runway to get a better view of my plane as it settled in only to trip over the guard fence around my flight station and fall flat on my face. Fortunately, the airplane survived with minimal damage. Agreed, this is not a contest winner, but at least it gives you an idea of what I'm looking for. Anything will be accepted, but please make it



true screw-up - no fiction please. Every month I'll print the letters and at the end of the year the officers will vote on the best blunder and prizes will be award ed. Good Luck!

David Fennen  
1707 El Mar, #15  
Seabrook, Texas 77586

## Fuel for Sale

- Jim Brock - 334-1715
- John Campo - 488-7748
- Charles Copeland - 532-1570
- Tas Crowson - 474-9531
- Don Fisher - 474-4942(H) 483-2157(W)
- Don White - 488-1024
- Wayne Green - 484-3151

## Instructors

- John Campo - 488-7748
- Charles Copeland - 532-1570
- Paul Ellis - 480-3839(H) 780-6602(W)
- David Fennen - 557-5866
- Don Fisher - 474-4942(H) 483-2157(W)
- Mike Goza (Heli and Airplane) 554-4016(H) 483-4696(W)
- Jerry HajeK - 486-4722(H) 246-6085(W)
- David Hoffman - 476-5206(H) 479-1945(W)
- Dave Thomasson - 471-0642
- Wayne Green (Heli) - 484-3151

*President (from page 1)*

made by retailers or manufacturers in the hobby industry, especially when asking these questions and having people respond with their opinions can shed some light on the situation. I feel that we all learned a bit more about fuels from the letter that was published in Prop Wash. I think that we hobbyists should hold people in the hobby industry responsible for what they say, and if what they say reflects poorly on them, that is their problem, not ours.

A few people have incorrectly interpreted the expression of peoples opinions as gossip. Some peoples opinions may be more educated than others, however, an opinion concerning the superiority of one product over another is not the same thing as gossip. Again, we are here to inform our fellow R/C enthusiasts and will continue to do so.

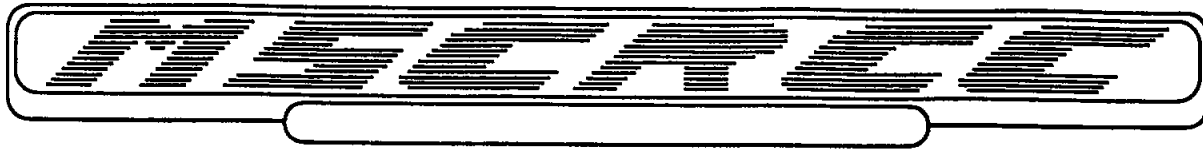
As for the motion that was passed to print a "consumer reports" type column in the newsletter dealing with several airplanes: What a great idea - I'll tell ya what, how about the club furnishing me a Byron P-51 Mustang and an Innovative Models P-51 kit and I'll write a comparison article on building those two airplanes. Seriously, the newsletter staff are glad to accept anyone's article on building/flying any airplane kit. How about some contributions from some of you talented modelers out there?

Since October is just around the corner, we need to start making plans to host our annual auction. I'll really need some help from some of you folks that have been involved in the auction in the past. Does anybody know the whereabouts of Craig York? Craig, if your out there somewhere we need your auctioneering talents! If Craig is unavailable, we'll have to find somebody who can help us out.

That's about it for now! Hope to see you all at the next meeting.

*(VP from page 1)*

can create their own designs to a specific set of parameters entered by the operator. With the availability and low price of personal computers, most of us have a system in our homes. Some of us use these magic machines every day in our jobs



and come home to use it again to write a newsletter. I recently used AutoCAD 10 to design a wooden rocking horse for my son. The ease at which ACAD calculated the compound angles got my interest to use it for more important things, yes glider wings.

There are many CAD packages on the market for the model builder. Some just for drawing and some with ready to use proven platforms and airfoils that can perform L/D and performance predictions. I think that all of us will gain some insight to the infinite possibilities of using CAD in our wonderful hobby. Don't miss this one.

## Prop Wash

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Anonymous

Dear Matt,

Our field Sxxxx!!!

We have one of the worst fields in the area in many respects. The first problem has been pointed out by Mother Nature this year. When it rains, it takes forever for our field to dry. How often do we land and take off in between (or sometimes in) the puddles? Look at the Alvin field. It looks relatively cheap to build but is sloped so the rain rolls off. I was out there one day when it rained a quarter inch or so but within 15 minutes of the rain stopping, they were out flying again. Of course the diehards will say that you have to build sometime and dodging puddles makes us better pilots.

The old asphalt on our runway keeps loosing up and washes into piles that really slow or stop a plane. Granted we can keep sweeping it, but wouldn't it be nice if we didn't have to.

We cannot fly before 5:00 and sometimes some NASA functions cause us to lose our weekend flying as well. Wouldn't it be nice to be able to take a vacation day and go flying without having to drive to Scobee field. I'm sure there will be those that complain that they couldn't keep their job if such an option were available.

And that summer sunshine! The poor folks at other fields have to put up with shade. They're probably albinos, huh! Not us, we have Cancer like real men! And tables to set their planes on while they work on them. What wimps!

Some fields even have coke machines and wind speed indicators. They can drive there car up to the field, but what we do with all our carts?

On the good side, our field is nice and long if the wind is blowing the right way and you can manage to miss those boxes on the west end. But best of all its FREE. No rent!

We seem to have plenty of money. Why don't we see what it would cost to rent some land and have a runway built. Maybe its too much, maybe not.

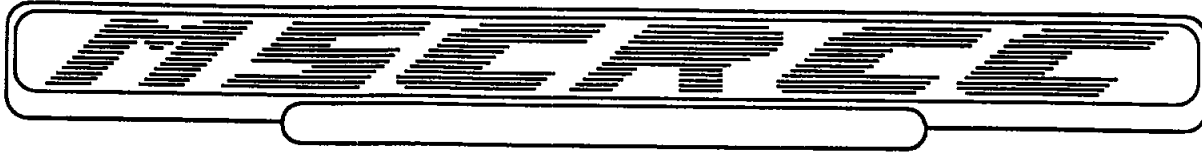
We could have two fields. Maybe we could allow pylon racing. What about a jet field? Food for thought.

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Matt Hanson

On behalf of the R/C Flyer staff, I want to apologize for getting this issue out as late as we did. We've all been very busy at our money-making jobs, and realized very late that we had some real work to do. I hope everybody gets this before the meeting.

I wasn't at the last meeting, but I understand the motion to censor letters to Prop Wash and my own ramblings is a result of last month's discus-



sion on fuel (see the minutes in this issue). I finally get a decent letter from someone, and somebody doesn't like the tone of it (or my response).

I don't retract a word, and I'll bet neither Isaac or Bert do either. Isaac made a statement to me about the quality of the fuel he sells relative to the fuel our club purchases. Isaac has been the business for years, and thus his opinion is credible. It's obvious that I published it with the intent of generating discussion, but that doesn't make it less credible, nor does that make it gossip. Bert Striegler's letter was a valuable source of information to the club on the make-up of Ritch's Brew. It was certainly publishable. I published two expert opinions. I did not state my own opinion. Bert jabbed at me by labeling my column as "gossip." I disagree, but I accepted the criticism with good humor, and gave a dose of sarcasm in return. Just don't write anything about my flying or building abilities.

Interestingly, a contradictory motion was also passed to start a series of product reviews in the R/C Flyer. Are we only going to allow positive opinions to be expressed? What good is that? For the record, anyone submitting a product review with honest criticisms will be published uncensored (except for 4-letter words, of course).

I did exercise my censoring pen on the letter from Anonymous, but only because the first sentence used a word that was labeled "vulgar" in my dictionary. In defense of Anonymous, the particular word is probably not considered vulgar by most of us. I think our field would be just about perfect if it weren't for the puddle and rock problem. I've had blood drawn more than once because of loose gravel. You'd think I'd learn to check out the

pebble situation under my prop before I fire it up. What ever happened to the action item to investigate resurfacing?

### Next Club Meeting:

August 8, 1991 @ 7:30

## Calendar of Events

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- Aug 10-11 Space City RC Big Bird Fly In. For information, call 713-578-6183.
- Aug 17-18 Bay Port Aero Club 2nd Annual Summer Fly In. Contact Doug Greer, 713-479-8235.
- Sept 6-8 New Waverly, TX. 8th Annual Big Bird Fly In. Contact M. Taylor, 409-760-2654.