

August 1993

---

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

---

## President's Corner

---

David Tadlock

Keep bringing those new planes. The July meeting did not see any new planes. There is at least one new plane out there that I know of. We would really like to see your new one.

**Fuel:** We have a fresh order of fuel and will have some at the next meeting. If you are running low, give the "fuel team" a call and they will get with you at the field, the meeting, or at their houses.

**Field Safety:** It is a point worth repeating. Now that the weather is good, although sometimes it is good and windy, and the days are longer, many of us are taking advantage of the flying opportunities. Of the many things that can be urged, we want to remind all of you of the significant dangers of flying alone. If at all possible, try to arrange for a buddy to fly with you or act as your pit crew to avoid the unfortunate.

**For what its worth:** I recently had a very positive experience with the folks at Hobby Lobby in Brentwood, Tennessee. I had purchased a thermal navigator for my polyhedral sail plane, back at Christmas time. Although I had used the unit all this time, when I returned it for refund, they refunded my money -- with no hassle. I determined that the unit really needed a different type of wing than what I had, to make full use of this unit. The navigator gives  
*(continued on Page 2)*

## Words From The VP

---

Ed Copeland

I hope everyone enjoyed the trip report last month. I am now looking for an opportunity to test my new knowledge. We have plans for a giant scale RV-4 which is almost all glass over foam. I would like to give it a try.

**Next Meeting  
This Thursday  
August 12th  
7:30 PM  
Clear Lake Park Building**

Next month we will have a very interesting person for our entertainment. Debby Rihn has agreed to pay us a visit and I know we will all enjoy her presentation. Debby is a partner in Harvey and Rihn Aircraft (H&R) at LaPorte Airport. She is also a Southwest Airlines first officer. She is perhaps best known, however, as a world class competition pilot, having won the U. S. Aerobatic championship. She is involved in aerobatic instruction, and in aircraft fabrication and maintenance. Her competition aircraft, the "Texas Hurricane" was built at H&R and is a unique design. I am looking forward to her visit as I  
*(continued on Page 3)*

# Minutes from the July 1993 Meeting

Resha Hill - Secretary



David Tadlock called the meeting to order at 7:40 pm. The news letter was distributed at the meeting due to a late mailing.

### Old Business:

- Club fuel will be reordered.
- Arrangements for restripping the field will be organized by Don Fisher.
- Discussion was held on relocating the pit area. It was decided that the best solution would be to make the impound mobile, so the pit area can be changed according to the wind direction. Don Fisher will check the regulations. Ed Copeland, David Tadlock, and Don Fisher will work on the design.

### New Business:

No new business.

### Model of the Month:

No models were at the meeting.

### Entertainment:

-Ed Copeland shared with us a trip report on a workshop he attended at Dick Rutan's composite workshop in Cino California.

Refreshments will be provided by Ed Copeland at the next meeting.

We missed Dave Hoffman at the meeting, Hope he is feeling better soon.

## The R/C Flyer

EDITOR

**Jerry Hajek**

ASSEMBLY AND POSTING

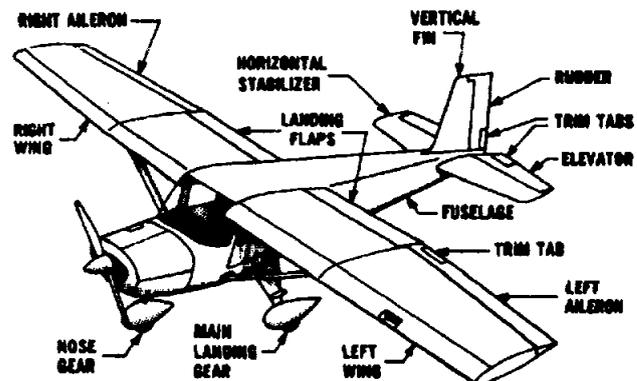
**Daniel Hamala**

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 2)*

rudder commands to the right in lift and left in sink. With a flat wing -- high tech wing -- then you could probably not have adverse effects with lift the way a polyhedral did. In sink, the polyhedral with a left rudder rolled over and lost lift and sank and rolled and sank into a spiral dive -- not your favorite reaction to sink. The unit seemed to work as advertised but just not suited for polyhedral wings. I was sure glad that the folks at Hobby Lobby were so understanding.

*(continued on Page 3)*



**Do You Know Your Airplane?**

*(Pres from Page 2)*

Another product that I am using and enjoying is a cycling charger. This particular model is one that independently charges or discharges the transmitter and receiver batteries. It will gladly discharge one or both and automatically log the discharge time and immediately switch over to a fast peak charger that transitions into a trickle charger on each side as soon as it gets its battery charged. I am keeping a log of my batteries to try and predict battery failures as the units start losing their capacity. So far, I was able to restore a battery with 2 hours of capacity back to 3 hours by cycling and charging with the unit. I might could have done the same with the ram simple cyler and a stop watch and the factory slow charger module but I hadn't. This unit that sells for about \$80 is sure a nice anniversary present for me. I'll keep you posted as the unit develops some history as a charger on my planes.

*--- See you at the Club Meeting ---*

*(VP from Page 1)*

am sure you are.

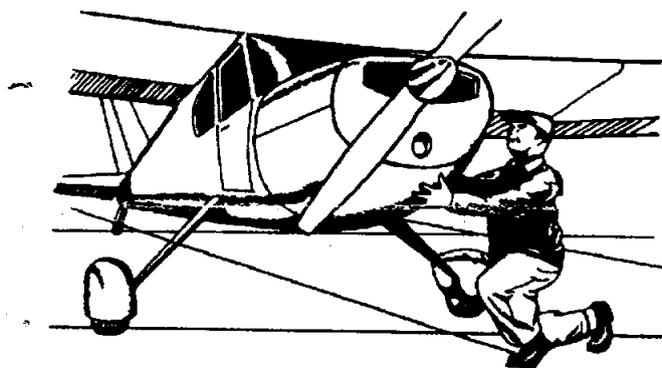
For future entertainment I have been asked to look for a small engine specialist to share some practical smarts with us and I am searching for such a person. I assume we are talking about .20, .40, .60 cubic in glow engines and the like. There was a professional engine mechanic in Houston but I have had no luck finding him. I will keep looking. In the mean time if anyone has any requests or ideas I am a willing listener.

Thanks to Marshall Bird for the refreshments last month. And remember folks, this is your opportunity to get rid of those terrible cookies that your mother-in-law keeps sending so please do not hesitate to volunteer.

What we need is many more airplanes at the meeting. Even if it isn't new, bring your old one that you painted or even repaired so that we can check it out. Business in the new plane department has been slow for the past several months.

I heard an interesting story from David Dale. He burned a hole in the piston of his Fox 74. He was using Omega fuel; I do not remember the nitro concentration. He was of the opinion that it was probably not running exceptionally lean. Has anyone out there had a similar experience, or heard of such a thing? My recollection on Fox engines is that they will run on low nitro concentration. In fact, back when we thought there would be a nitro shortage there was a notice from Fox that they had a no-nitro fuel for their engines. I do not recall anything about Fox engines preferring low nitro. Anyhow, he has spoken with the factory and they are interested in the situation. Based upon their reputation they will repair the engine at minimal cost in little time.

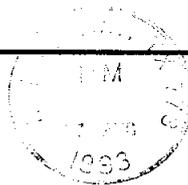
*---See you at the Field---*



**"Love Those Big Birds"**

## ***The R/C Flyer***

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



RESHA J. HILL  
2305 RAMADA  
HOUSTON, TEXAS 77062

**August 1993**

### ***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)  
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) 246-4312(W)  
David Hoffman 476-5206(H) 479-1945(W)  
David Tadlock (Glider) 481-5227