



August 1995

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

President's Corner

Ray Randolph

Going's On - I managed to miss the July club meeting, but it was a designed absence. The Galveston Air Races were going on and Resha and I were working field operations.

This years races were held in the categories of:

- Midwest AT-6
- Standard AT-6 (101 inch wingspan)
- Thompson Trophy Class
- Formula 1
- Unlimited

The Midwest AT-6s really provide an entry level class for folks just starting to race. The models fly and handle quite well and the speeds are quite a bit less the full size guys. This class will probably grow as time goes on. You can save a lot of money on the engine and the last I heard -- the kit is a little over \$200. There were a lot of entries in the big AT-6 class and some really good race times were recorded. Just like last year, the AT-6 Gold event was won by Fred Bergdorf (APC Props). A team from Japan competed, but only made it to standby for the Gold. However, in the qualifying heats, they had the fastest time!

The Midwest AT-6s really provide an entry level class for folks just starting to race. The models fly and handle quite well and the speeds are quite a bit less the full size guys. This class will probably grow as time goes on. You can save a lot of money on the engine and the last I heard -- the kit is a little over \$200. There were a lot of entries in the big AT-6 class and some really good race times were
(continued on Page 2)

Words From The VP

Bill Langdoc

While on vacation I had a chance to fly with my father's R/C club in Indiana. A few acres of grass in the middle of a large corn field makes a nice flying site as long as you don't come down off the field. They had several stories of planes disappearing until harvest. Several members of this club were also engaging in an aerial sport that was new to me. They would drape a ribbon over the leading edge of the wing of their plane, take off and climb to altitude, and then drop the ribbon by making a stall turn. Then they would try to cut the ribbon as it floated down. They were very successful at getting the ribbon into the air without it falling off prematurely, but cutting the ribbon as it floated down was a much harder task. As would be expected, dark ribbons were much easier to see than light colored ones.

**Next Meeting
This Thursday
August 10th
7:30 PM
Clear Lake Park Building**

AMA Museum

I also had a chance while on vacation to again stop by AMA headquarters and visit the museum, where sixty years of model aviation is displayed. It is certainly easy to
(continued on Page 3)

Minutes from the July 1995 Meeting

Resha Hill - Secretary



Bill Langdoc called the meeting to order at 7:30 pm. The minutes of the previous meeting were accepted as published in the newsletter.

Old Business:

- Don Fisher reported on the June Fun Fly and the cross-country progress. Two events were held for the Fun Fly. Climb and Glide and Pylon Time events. Jeff Longmore won 1st place in the Climb and Glide, Ray Randolph 2nd place, and Boyce Sterling 3rd place. Pylon Time event winners were Mike Laible 1st place, Brian Morris 2nd place, and Boyce Sterling 3rd place. First place winners received a gift certificate of 50% discount up to a purchase of \$100. Second and third place winners received a gallon of fuel.
- Bill Langdoc asked again about the missing canopy. Dave Hoffman said he was getting ready to order a new one for the club.
- Bill updated members on the Rocket situation. He said all the paper work is in and we are still waiting for the proper NASA folks to call a meeting or a get together to resolve the problem.
- Jim Brock picked up a new batch of fuel for the club and distributed to the fuel handlers.
- Dave Hoffman reported that he still has a couple of Pop-carts left to sell.

New Business:

Andy Copper donated to the club a 7-channel gold series Futaba Radio with buddy box for student use.

Model-of-the-Month:

Dave Tadlock brought in the only airplane, a refurbished Aeromaster Biplane. He did a great job rebuilding it.

Refreshments:

Ray Randolph will provide refreshments for the August meeting.

The R/C Flyer

EDITOR

Jerry Hajek

ASSEMBLY, POSTING, DISTRIBUTION

Bob Blaylock

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 sent to: 1035 Bellgreen, Houston 77062.
"Support Your R/C Flyer"

(Pres from Page 1)

recorded. Just like last year, the AT-6 Gold event was won by Fred Bergdorf (APC Props). A team from Japan competed, but only made it to standby for the Gold. However, in the qualifying heats, they had the fastest time!

The Thompson class was dominated by Gee Bees with a few other classic race designs showing up. It was always fun to watch these guys because the landings were always exciting. As it turned out, most of the Gee Bee landing gear were pointed skyward after rollout.

A lot of entries turned up for the Formula 1 class races. Some really fast planes made most of the Formula 1 races close. The Galveston races have allowed Formula 1 engines to be up to 6 cubic inches in displacement-so there's no shortage of power. One of the newer designs is the "Nemesis" built from Hofstetler plans. This is a fast plane and really looks good. If I ever built a Formula 1 plane, this is probably the one it would be.

Unlimited is awesome. Like last year, the planes that were probably the fastest, cost the most, and suffered the most loses were the Lancaires. In the heats getting to the Unlimited Gold, the Lancaires were coming out of the pylon turns at over 200mph!!! There were supposedly some world records set at Galveston for Unlimited times and speeds. Like last year, Bill Cunningham won the Gold event with his Lancaire that survived. Rob Pastor was second this year and put up a real challenge to the winner.

Resha and I worked in the Radio Impound most of the time and the impound tent was only 60 or so feet from the flight line. Great place to watch when you have a break -- but usually Radio Impound is always busy. We worked with some really nice folks and had a good time but its been over for 3 days and I'm still dragging around. Being outside and on-the-go continually for about 11 hours a day
(continued on Page 3)

(Pres from Page 2)

takes its toll!! There should be some really good coverage in future issues of the model magazines and the "Discovery Channel" is making a program that will air in the fall. This year may have put the Galveston Air Races "on the map". We'll see.

This is a little different from my "normal" column but maybe by next month I'll be back to "normal." See ya!

(VP from Page 1)

see just how far our hobby has come, and also really good to see some old planes, kits, and engines (many of which I had forgotten). It sure brought back some memories of my youth when my desires were always so much bigger than my pocket book. I highly recommend that you spend an hour or so if you find yourself anywhere near Muncie, Indiana.

JSC Sanction

As reported at the July meeting, JSC is still reviewing the club's request to formally reapprove our use of the site as a flying field. I've been told that the request package has been reviewed by the center's safety, security, facilities, and legal offices with no indications of any problems. The next step is to arrange a meeting with representatives from the R/C club, the Rocket Club, and JSC to resolve the conflict over scheduling of the antenna range. The JSC official designated to approve our request has been tied up with the unusual number of Shuttle launches that have occurred this summer, and has indicated that this meeting will probably not occur before the middle of August. Getting this resolved has taken an inordinate amount of time, but hopefully we are getting close. In the mean time, continue to be careful on the first and third Saturday mornings of each month.

Balloon Launch & Open House at JSC

Mark your calendars the flying site will probably be closed for much of the weekend of August 26 for a hot air balloon festival that JSC and Space Center Houston are hosting. That Saturday is also a JSC center wide open house for the whole Houston community and very large crowds are expected. The latest details will be provided at the August 10th club meeting.

Club Trainer

The club continues to try to re-cycle planes to young people to get them started in the hobby. A big thanks this

time to Andy Copper for donating a Futaba radio system for use in a club trainer. Now we have everything but a 40 size engine (and several of you at the meeting indicated that you might have one to offer up) to provide our first plane for youths to use to get started in the hobby. If you have an old, but serviceable, trainer, radio system, or engine that you would be willing to donate or sell at a cheap price, bring it to the club meeting.

Safety Warning

Within the past year I have had two different Goldberg Falcon 56, Mark III's crash from an inflight separation of the wing. One of these planes I had built (and rebuilt), and the other I got fully assembled and in new condition. Both failure modes were identical. The wing structure around the single dowel that attaches the wing to the fuselage fails allowing the dowel to shift, the wing to lift, and then be ripped away from the aft screw mounts as the wing fully separates. Both failures occurred while practicing aerobatic maneuvers that obviously exceeded the g limit of the plane, but there certainly appears to be a weakness in the design of which others of you should be aware.

Next Month's Program

The program for the August meeting will be given by Rick Searfoss. Rick is an astronaut who is also a member of our club and was an Air Force flight instructor. Rick's program will be a combination of instruction on spin recovery and high angle of attack maneuvers, plus an overview of his STS-58 mission. It should be an interesting program. Hope to see you there.

HEAT STRESSES ALERT!

PREVENTING HEAT STRESSES

- FLUIDS** -drink plenty of water
- CLOTHES** - wear loose clothing
- BREAKS** - take rest breaks
- FITNESS** - exercise regularly
- EVALUATE ACIVITY** - how much is too much
- DIET** - eat sensibly, avoid heavy meals
- RISKS** - alcohol, caffeine, illness, and medication all increase risk



The R/C Flyer

412 W. Pasadena Blvd.
Deer Park, Texas 77536
(713) 479-1945



RESHA J. HILL
2305 RAMADA
HOUSTON, TX 77062

August 1995

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 488-1024

Instructors

John Campo 488-7748
Charles Copeland 326-2360
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