



NEWSLETTER

Oct. 6, 1976

AND
MEETING NOTICE

Date: October 14, 1976
Time: 8:00 - 10:00 PM
Place: CLEAR LAKE PARK BLDG.
on NASA Rd. #1.

NOTICE: TO THOSE CONCERNED: YOUR MSCRCC CLUB CARD/IDENTIFICATION BADGE MUST BE WORN VISIBLY WHILE FLYING AT THE JSC/NASA FLYING FIELD..... NO EXCEPTIONS!!!

This is being emphasized to those few individuals who don't care to follow polite requests made in previous Newsletters or at the club meetings. The identification badge is a government requirement for all personnel outside the visitor areas of JSC/NASA and that includes the Antenna Range. If the current situation does not improve other measures will be taken and violators will find themselves a new place to fly. It is as simple as that!! Period!!!

On the brighter side the shipment of club fuel has arrived and is available from Hal Rosenberg (333-3866) or myself at 488-5758. I will bring some to the meeting on the 14th but if you plan on buying a large quantity please notify me beforehand. Price remains the same as before.

There are several new planes which have been completed and have already made their maiden flights last month. Among these are J.W. Smith's "Dirty Birdy", Tim Brown's "Upside-Down Sweet Stik" to name a few. Lars Giertz's speed record ship was flown twice by Charles Danley but elevator flutter wiped it out last Sunday. It sure looked sleek and fast. There should be a dramatic increase in flying activity on the week-ends due to the cooler weather and the shorter days prohibiting much flying in the evenings. Remember to fly safe at all times and have fun.

September was definately a heavy month as far as contests go and many MSCRCC members participated and did very well also. The Southwest Regional Championships held over the Labor Day weekend drew Art Arro, Dave Church, Dennis Drysdale, Harvy Duck and Melvin Reed to Mesquite, Texas to compete in the meet. Art placed 3rd in the "500 Class" Event (Quickie) out of 35 contestants. He tied with John E. Brodbeck of K & B, who incidentally was flying a Webra 40, but won the trophy due to a faster time than Johnny. Harvey had a bad start with a mid-ground collosion on takeoff of the first heat. His subsequent races were very good but the first zero hurt his overall standings in the event. Dennis had first place locked up until his carberator fell out during a heat leaving him with a zero also. In Standoff Scale Melvin Reed tied for top static points and placed 5th overall including his flight scores. Dave Church ably provided assistance to Melvin in Scale. Overall the MSCRCC posted a good showing at this large regional contest.

The following weekend Charles Danley won First Place in the Expert category of R/C pattern flying at Shreveport, La. This was his first attempt in the Expert class after winning everything in Advanced this season including the Nationals. Look for Charlie's photo on the cover of the latest Model Aviation magazine. Congratulations.

On Sept 19th, Art Arro, Paul Claeys, James Brezeale, Bill Breazeale, and Harvey Duck participated in the Houston R/C Club Fun-Fly. Nineteen entries were washed out by rain after having a ball trying to break balloons in a thunderstorm.

The following weekend had another Fun-Fly sheduled this time in Texas City where Art, Paul, Harvey and J.W. Smith had a good time again. Paul won two events, Pilot's Delight, Poker Hand and placed 4th in Limbo to take the Grand Trophy award also. Haryey won a third place trophy in Poker Hand also.

These contests are just what they're named FUN and FLYING in capital letters and no special aircraft or skills are required. The Houston R/C Club meet is resheduled for November 7th and let's have a good MSCRCC turnout. Contact Bert Streigler for details.

A lot of newsletter material concerns contest activity and other high level R/C activity with few words for the beginner or novice flyer. I'D really like to change this and wish to start by beginning to mention those individuals who have soloed

during the past month. I can still remember my first solo takeoff and landing although it has been more years than I care to recall and this event deserves honorable mention. Please contact me on 468-5758 at home or 483-3697 at work to give details on your first solo flight. I'm also gathering material from other newsletters and magazines which may be helpful for beginners and novices. It will be passed on via the Newsletter and/or special bulletins issued at the meeting and I welcome any inputs from the membership. In line with this policy I am including an article written by Tim Brown on how to trim your R/C ship. Also the club officials have been giving some thought on a pilot proficiency program whereby novice flyers would be given a list of instructor pilots to help them out on the rudiments of R/C. Informal lessons utilizing the club trainer or the novice's own plane would be offered to increase flying proficiency. Some of this is already being done between club members but we wish to expand upon it. Don't be bashful on asking for assistance since R/C flying is a very complicated affair and a vast level of accumulated experience exists within the club's ranks. We'll talk more about it at the meeting on Thursday so make a point of coming.

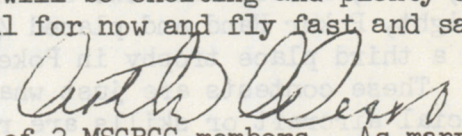
PYLON CORNER MSCRCC Representatives for the AMA District 8 Racing Association.
Art. ARRO, 2003 Mermaid Lane, Houston, TX 77062 (713) 433-5758.
Paul Claeys, 2012 N. Williamsburg Ct., League City, TX (713) 332-2397.

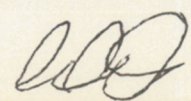
The SW Regional Championships were already reported upon earlier but I'd like to add some further info on the "500 Class" event. The winner was George Parks of Austin flying the "R" (for race) version of the new REBEL 500 design. Bryan Hughes of Houston placed second with a Haf-Fast design and both fliers were using the K&B 40 engine. Point-wise it was a tie between George and Bryan and the break came from the third fastest time posted by each pilot. George was a bit faster and therefore won first. A frequency conflict prohibited a flyoff which would have been very exciting to say the least. Art Arro and Jonny Brodbeck were tied for third but Art took it due to a faster time. All in all it was a very hotly contested race between the 35 pilots and speed, consistency and luck determined the outcome. I'd like to also mention that all three trophy winners had their engines torn down and inspected by John E. Brodbeck himself. A clean bill of health was given dispelling any doubts regarding modified engines.

Several rules proposals for 1977 were made at the conclusion of the race but it was decided to wait and collect proposals until October 15 when the deadline closes. All proposals will be compiled into a list and sent to the various District 8 Representatives for voting with the results due back in by November. All of the votes will be tallied and a new set of 1977 "500 Class" rules will be drafted up and sent out to the reps in December.

If anyone within the MSCRCC has any comments or proposals please contact Paul or myself to make your views known. Don't cry later if you didn't make any suggestions now. The 15th deadline is growing near and do it today!!!!

The next race is the Houston Area Pylon Racing Association Championships which will be held in Texas City this coming Sunday October 10th. Contact me for any last minute details. The events will be "500 Class" (Quikie) racing along with a Pylon event held during the lunch break. Awards will be given in "500 Class" down to 5th Place plus a Fast Time Prize. The HAPRA seasonal trophies will be given away to the top pilots and a quick look at the standings reveals that no one can afford to miss this race. I guarantee that it will be exciting and plenty of bleachers are available for spectators. That's all for now and fly fast and safe.


P.S. In closing I'd like to mention the passing away of 2 MSCRCC members. As many of us know Roy E. Davis was killed in a full scale aircraft accident last summer. Also Nathan Grantom passed away on Sept 13th after a very long, 10 month, hospitalization. The Mscrcc sent condolences and flowers to both occasions and we sincerely regret their passing on. Both were very active in their own way toward model aviation.



FLIGHT TRIMMING AN R/C AIRPLANE

Many of us are satisfied if our airplanes are barely able to get up and back down in one piece -- don't rock the boat by changing anything: it might be for the worse!! Nonsense! Although we know that a tail-heavy machine can be uncontrollable, we forget that a nose-heavy aircraft can be quite difficult to manage also -- especially in landing.

It is obvious that the Rhett Millers are not winning all the contests with airplanes that require constant corrections just to keep on a straight line. Many hours and days are often spent on loop-tracking alone -- the ability to do both inside and outside loops without pulling off to one side. For the sport flyer, however, this sort of perfection may not seem necessary, but the ability to achieve basic flight trimming will certainly make things easier and more enjoyable.

The flight trimming procedures outlined below are stolen mostly from an article on the A-6 Intruder pattern airplane by the late Jim Kirkland. They are intended to produce a machine that is neutrally stable about the pitch and roll axes; that is, the flight attitude will remain in the condition that you leave it. If the plane gets into a dive, you must pull it out! This is really the easiest way to fly if you have completed "basic" training and no longer experience control reversals and "which way is it going?". The flat-bottom airfoil basic trainer, on the other hand, probably should have some positive pitch stability so that it can get itself out of trouble like a free-flight model (that is, if you get your paws off the sticks in time). Even so, it will still benefit from some trimming. An inexperienced pilot is not helped by a trainer that will fly straight under half-power but turns sharply when full throttle is commanded.

Before beginning flight trimming, it is essential that the airplane be "true" and that it balances where the plans indicate. Every effort should be made to remove warps before attempting to fly. The engine thrustline offsets and the angular difference between wing and stab should be measured to make sure they agree with the plans. Control linkages should be tight with no slop. Pushrods should not be flexible and "whippy". Assuming that your creation meets these requirements and has been test-flown without being re-kitted, let's trim it out!!

BASIC TRIMMING

1. Trim for hands-off upright level flight with full power. Use aileron and elevator trim only.
2. Trim for inverted straight flight at full power using only some down-elevator to keep the nose up. If airplane wants to turn, use rudder to correct for it. If some rudder was needed, then re-trim ailerons (Step 1), then rudder (Step 2), etc, until model flies straight and level both upright and inverted with only some down elevator needed. Note: if a lot of down elevator was needed to maintain inverted attitude, check the CG location, decalage, and thrust settings. Nose-heaviness is the most logical culprit. Correct this condition and then repeat Steps 1 and 2.
3. Trim for glide. Fly by upright at full power. Cut power suddenly to full idle. Model should continue on a straight line with no sudden ballooning or diving tendencies. Nose should gradually drop as speed decreases, but only a slight bit of up elevator should be needed to maintain a constant speed and rate of sink in the glide:
 - (A) If ballooning or diving occurs, then an up or down thrust adjustment is needed.
 - (B) If a lot of up elevator is needed to maintain glide, then CG or incidence settings should be checked and corrected. If so, repeat Steps 1 and 2.

This completes the basic flight trimming, and it must be done properly before proceeding to "fine tuning". If any changes to decalage, thrust, or CG are made later, always go back and repeat Steps 1 and 2.

